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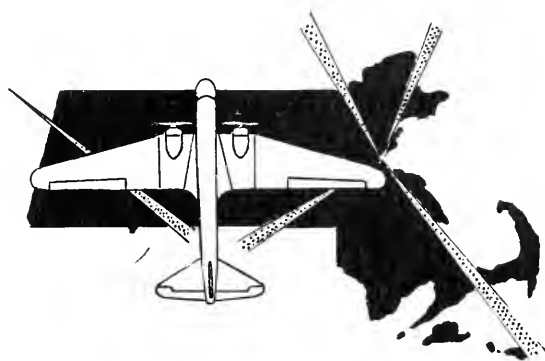
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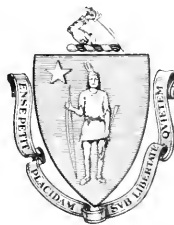
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SECOND ANNUAL
PROGRESS REPORT
OF THE
COMMITTEE FOR AERONAUTICS
OF THE
COMMONWEALTH OF MASSACHUSETTS



BOSTON, MASSACHUSETTS
1937

**SECOND ANNUAL
PROGRESS REPORT
OF THE
COMMITTEE FOR AERONAUTICS
OF THE
COMMONWEALTH OF MASSACHUSETTS**



PUBLISHED BY
THE COMMITTEE FOR AERONAUTICS
ROOM 3A STATE HOUSE BOSTON MASS.
AS A REPORT ON PROJECT NO. 13688 CONDUCTED UNDER
THE AUSPICES OF THE WORKS PROGRESS ADMINISTRATION
1937

11400 2nd St. N. Minneapolis
Mar. 30 1940

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In reply refer to
Subject No.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO COMMITTEE FOR AERONAUTICS



COMMITTEE FOR AERONAUTICS
OF
THE COMMONWEALTH OF MASSACHUSETTS
ROOM 3

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TECHNICAL ADVISER ON
AERONAUTICS

STATE HOUSE, BOSTON

LETTER OF TRANSMITTAL.

His Excellency
Hon. Charles F. Hurley,
Governor of
The Commonwealth of Massachusetts,
State House,
Boston, Massachusetts.

Dear Sir:

In compliance with the Provisions of the Executive Act
of the Governor as of September 7th, 1935, establishing The Com-
mittee For Aeronautics of the Commonwealth of Massachusetts, I
have the honor to transmit herewith the Second Annual Progress
Report of the Committee, covering the Calendar Year 1937.

Very truly yours,

CHARLES H. COLE,
Brig.Gen., Mass.N.G.Ret.,
The Adjutant General,
Chairman, Committee For Aeronautics.

February 7th, 1938.

170 4/25/38

*In reply refer to
Subject No.*

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STATE HOUSE, BOSTON

BRIG. GEN. CHARLES H. COLE,
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THE COMMISSIONER OF PUBLIC WORKS.

HON. CHARLES P. HOWARD,
THE CHAIRMAN, COMMISSION ON
ADMINISTRATION AND FINANCE.

COL. STEDMAN SHUMWAY HANKS,
TECHNICAL ADVISER.

*In reply refer to
Subject No.*

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I N T R O D U C T I O N

* * * * *

The Committee For Aeronautics, appointed by the Governor of The Commonwealth on September 7th, 1935, for the purpose of directing the use of Federal Work Funds for Aeronautic Projects, presented in January 1937 its first report on the progress of Aviation in Massachusetts during 1936. The work of compiling further information that will be of assistance to those charged with the development of Aviation in Massachusetts has again been carried on under the supervision of the Committee.

In formulating a program for 1937 the Committee decided to depart from its previous procedure, because it felt that Aeronautical progress in the Commonwealth made it not only desirable, but necessary, to take stock of present facilities in order to determine their potential value with a view to future development.

According to figures furnished by aircraft manufacturers the airplane of the near future will necessitate airports with runways much longer than those now available on the majority of the existing airports. A demand for increased radio and lighting facilities has become urgent. Weather data will require more extended dissemination. All of these factors point to the need of planned development. The Committee For Aeronautics, sensing this need, decided that the 1937 program should furnish all interested parties with such information in reference to existing facilities as the time and money at its disposal would permit.

The program as set forth is as follows:-

1. Study of existing airports and facilities.
2. Study of the Metropolitan Boston Area with a view toward establishing one or more sites which could be developed as a secondary airport to the Boston Municipal Airport.
3. A compilation of meteorological data as an aid to potential airport development.
4. A compilation of data pertaining to New England radio broadcasting stations as an aid to aerial navigation.
5. A compilation of data with reference to obstructions in the line of approach to the Boston Municipal Airport.
6. Recommendations to meet anticipated future development.

Lack of funds prevented the completion of the foregoing program as it was found that the location of a site suitable for the construction of a secondary airport within or near the Boston Metropolitan Area is an item that requires further study. So many considerations enter into this problem that the Committee feels more time is necessary to properly evaluate the information which has been secured.

During the period in which the personnel under the direction of the Committee was engaged in compiling the data used as the basis of this Report, the New England representative of The Bureau of Air Commerce requested the Committee to obtain such information as would be of assistance in revising its publication "Description of Airports and Landing Fields in the United States". The Committee agreed to assist the Bureau of Air Commerce and furnished a transcript of the information compiled by its personnel.

Recently the Federal Government announced the vital need of a comprehensive survey with reference to existing airports and airport facilities, as a preliminary step in a program for the development of airports and ground facilities, so that they will be able to safely accommodate the type of aircraft which will soon be in use on our Commercial Airways.

The Committee For Aeronautics is keeping pace with the plans of the Federal Government with reference to airport planning, and believes that the information contained in this Report will be of some assistance to those who may have a legitimate use for it.

The Committee wishes to gratefully acknowledge the assistance and cooperation it has received from:-

Major Clarence M. Hodge, State Supervisor of Aircraft.
 Capt. Albert L. Edson, Superintendent of the Boston Airport.
 Mr. G. H. Noyes, U. S. Weather Bureau, Boston.
 U. S. Bureau of Air Commerce.
 Rear Admiral R. R. Waeché, Commandant, U. S. Coast Guard.
 American Railway Express Company.
 U. S. Post Office Department, -
 and various Airport Operators throughout the Commonwealth.

Acknowledgment is also made to Fairchild Aviation, Inc., and Rankin Text, Inc., for their assistance with reference to the articles on the Radio Compass and Meteorology respectively.

The Committee For Aeronautics
 o f
 The Commonwealth of Massachusetts.

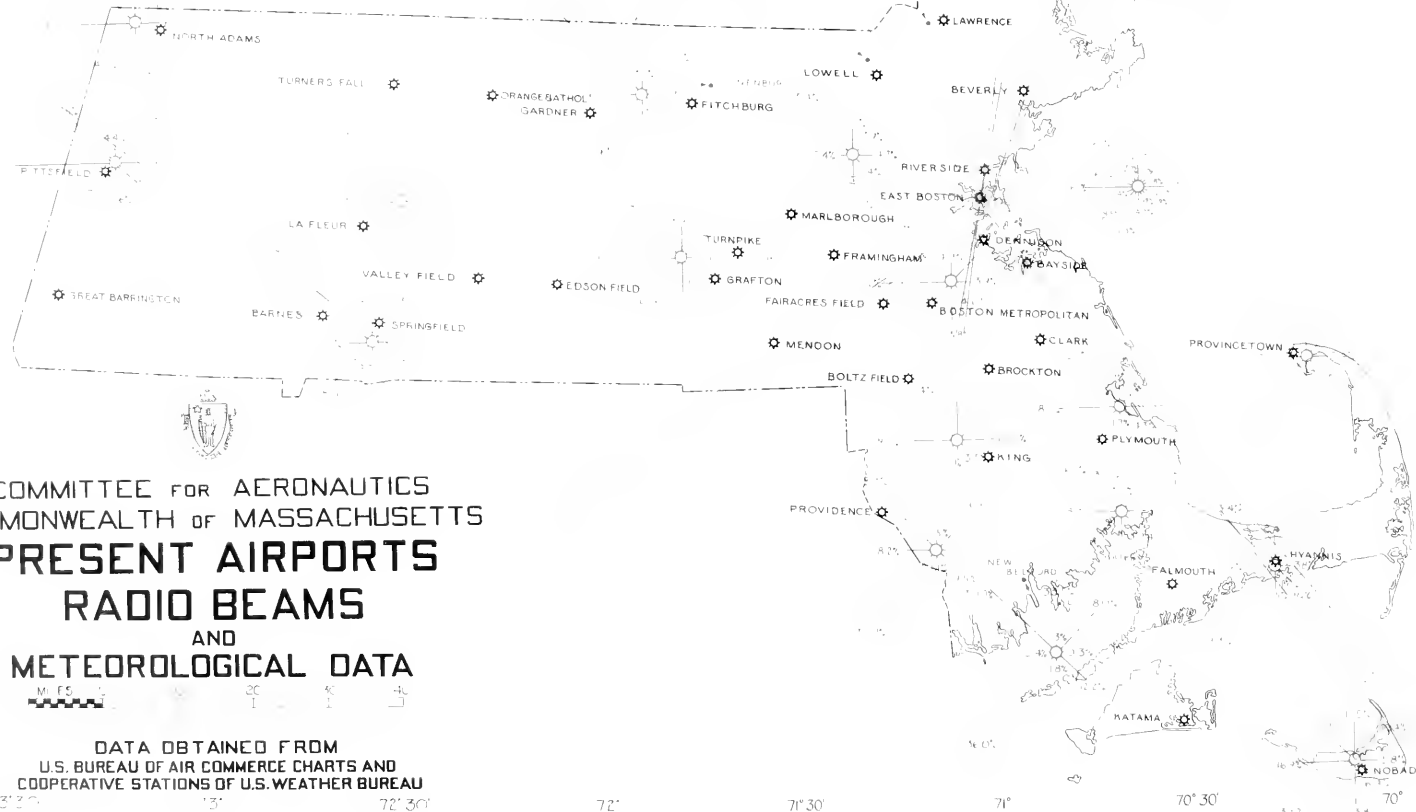
74° 73° 72° 30' 72° 71° 30' 71° 70° 30' 70°

43°

42° 30'

42°

41° 30'



DEVELOPMENT OF AIR TRANSPORT

DEVELOPMENT OF AIR TRANSPORT

A brief review of the development of air transportation seems to be desirable before proceeding with a discussion of the desirability of plans and programs for Aviation facilities within The Commonwealth.

For convenience in presentation, and also for the purpose of comparison, the review has been treated under two headings:-

1. Growth of Air Transport in the United States.
2. Growth of Air Transport in Massachusetts.

Growth of Air Transport in the United States.

Mileage in Operation

In 1918 the only air transport mileage operating in the United States was 218 miles operated by the United States Post Office Department in mail routes.

In 1926 the total airway mileage of the United States operated air transport routes, including air mail, passenger, express and freight air transports, was 8,404 miles, of which 8,252 miles were within the continental limits of the United States and 152 miles outside of said limits. As of July 1st, 1936, this total had risen to 60,400 miles, of which 28,216 miles were within and 32,184 miles without the aforesaid continental limits. The domestic mileage increased in this single decade over 240 per cent and the non-domestic 21,000 per cent.

Plate No. 2 gives the year by year development of the total mileage of airways from 1927 to July 1st, 1936.

Passengers Carried

In 1926 the domestic airlines carried a total of 5,782 passengers, and in 1936 a total of 1,020,931. The increase here was 17,555 per cent against only 240 per cent increase in line mileage; in 1926 one passenger to each seven-tenths of a mile, and in 1936 a total of 36 passengers per route mile.

Plate No. 3 gives the year-by-year tabulation from 1926 to 1936 of the total passengers carried by air transport lines operating from the United States, both foreign and domestic.

Plate No. 4 shows graphically the variations in costs per passenger mile on air transport lines operating within the United States from 1927 to 1936 inclusive.

Air Mail

In 1918 the airway routes in operation with United States Mail had a total mileage of 218, whereas on July 1st, 1936, the total mileage was 27,460. The increase was 12,500 per cent. In 1918 a total of approximately 18,000 pounds of mail was carried on air routes, and in 1936 the weight of this type of mail had increased 18,324,012 pounds. The increase in this case was 101,700 per cent.

Plate No. 5 shows the variation in the weight of air mail carried by the air transport lines in the United States from 1927 to 1936.

Air Express and Freight

In 1927 the air express and freight carried by domestic scheduled air transport was 45,859 pounds, and in 1936 the amount had reached a total of 8,350,010 pounds, an increase of 18,100 per cent.

Plate No. 6 shows graphically the changes in the weight of air express and freight carried by air from 1927 to 1936.

Growth of Air Transport in Massachusetts.

Mileage in Operation

In 1927 the total mileage of scheduled airways within or passing through Massachusetts was 44, which represented that part of the Boston-New York Airway passing over Massachusetts. In 1936 the total had increased to 257, an increase of 484 per cent. This total does not include the mileage of seasonally operated airlines within the Commonwealth.

Plate No. 7 gives the year-by-year development of the total mileage of airways within the Commonwealth from 1927 to 1936.

Passengers Carried

In 1928 the airlines in operation within or passing through Massachusetts carried a total of 106 passengers. In 1936 this total had increased to 75,985, an increase of 71,600 per cent.

Plate No. 8 gives the year-by-year tabulation from 1928 to 1936 of the total passengers carried by air transport lines operating within or passing through Massachusetts.

Air Mail

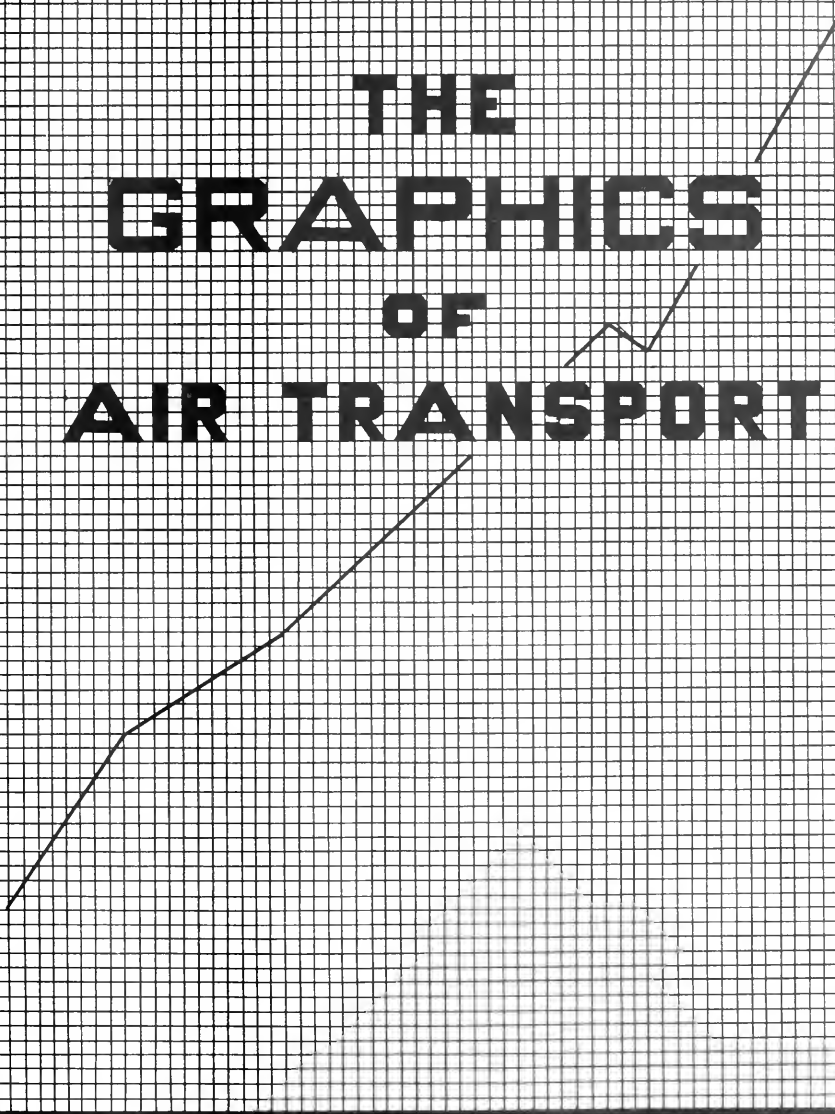
In 1926 the scheduled airway routes operating with air mail within or passing through Massachusetts had a total mileage of 44, whereas in 1936 the total was 257, an increase of 584 per cent. In 1926 a total of 4,889 pounds of air mail was carried on air routes operated within or passing through Massachusetts, and in 1936 a total of 240,768 pounds, an increase of 4,800 per cent.

Plate No. 9 shows the variations in the weight of air mail carried by the air transport lines operating within or passing through Massachusetts.

Air Express

In 1928 the air express carried by scheduled airlines operating within or passing through Massachusetts was 1950 pounds, and in 1936 the amount had reached a total of 229,166 pounds, an increase of 11,650 per cent.

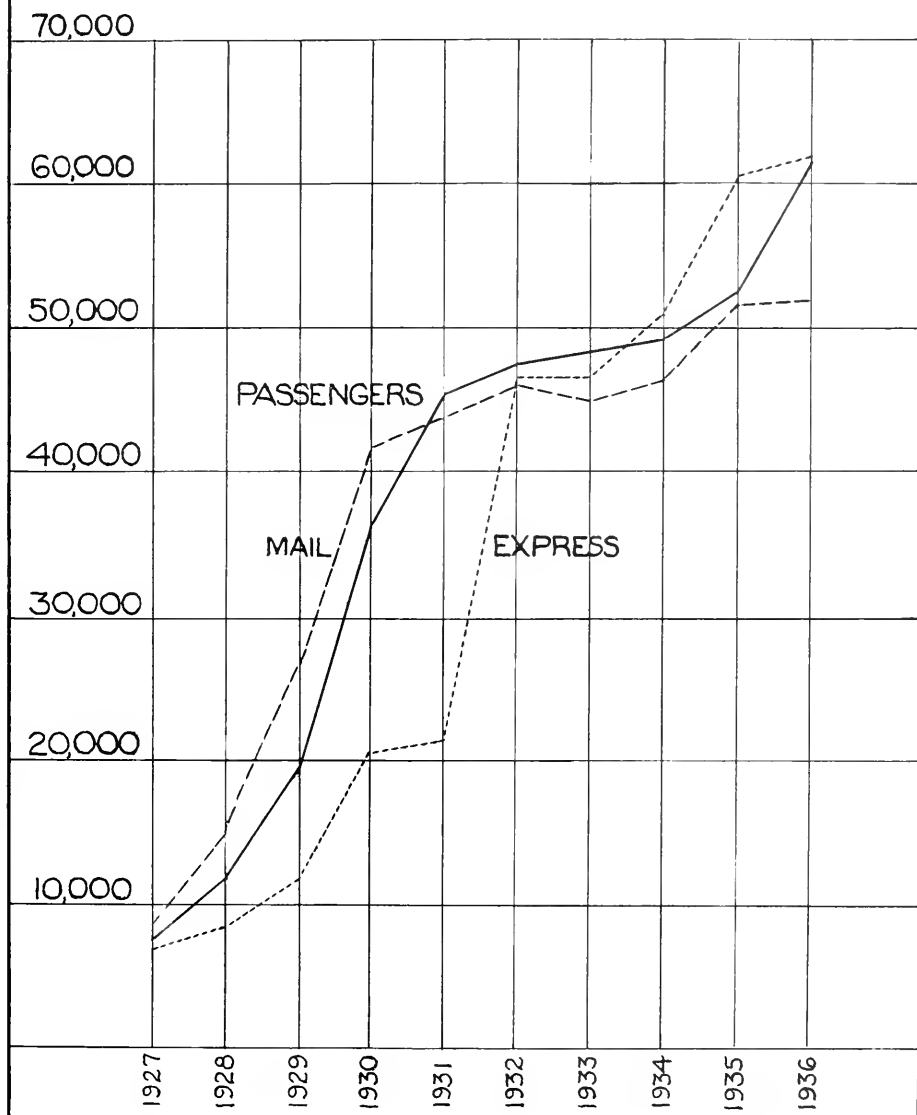
Plate No. 10 shows graphically the changes in the weight of air express carried by airlines operating within or passing through Massachusetts from 1928 to 1936.

An abstract line graphic consisting of several connected line segments. It starts at the bottom left, rises steeply, then more gradually, then has a small dip and rise, and finally rises again towards the top right. The lines are thin and black, set against a background of a fine grid.

THE GRAPHICS OF AIR TRANSPORT

MILEAGE IN OPERATION

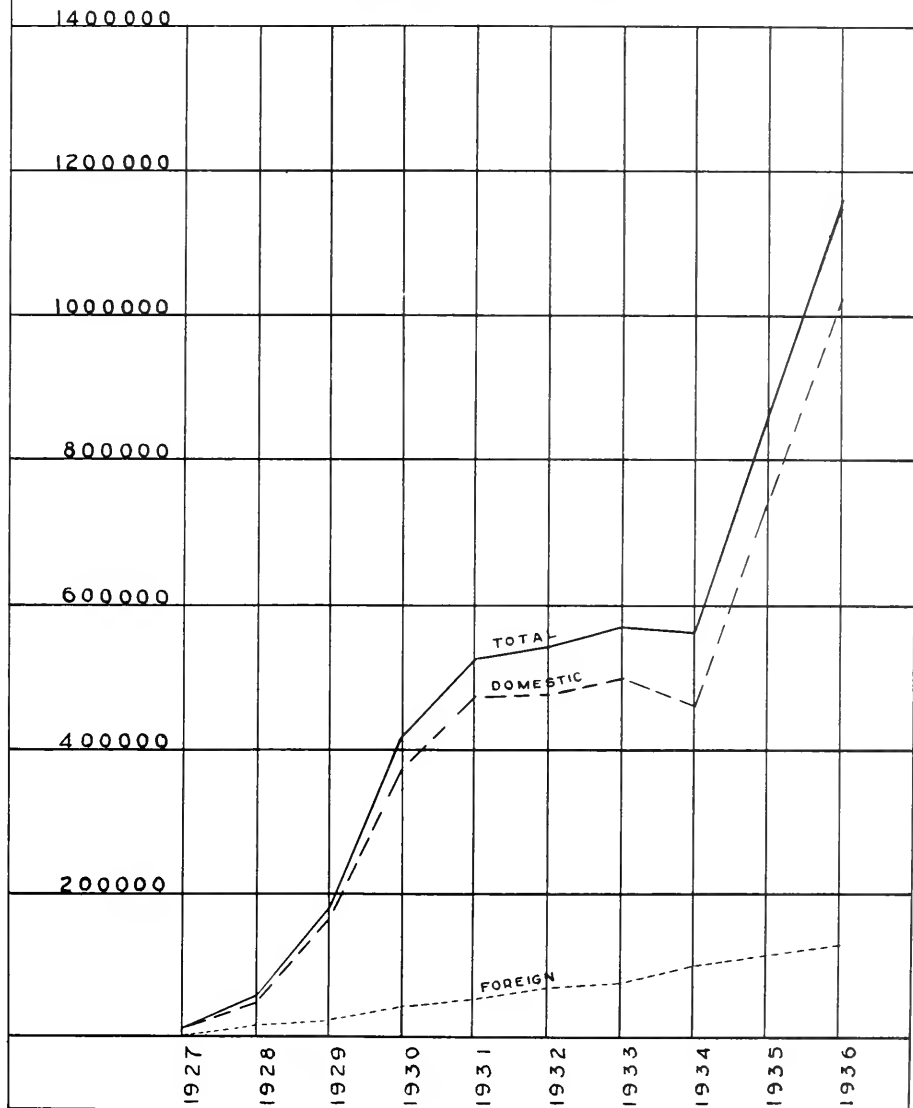
IN THE
UNITED STATES
1927-1936 INCLUSIVE



PASSENGERS CARRIED IN SCHEDULED AIRLINE OPERATIONS 1927—1936

"DOMESTIC" DENOTES WITHIN THE CONTINENTAL LIMITS OF THE U.S.A.

"FOREIGN" DENOTES AMERICAN FLIGHTS TO FOREIGN COUNTRIES.



PASSENGER FARES

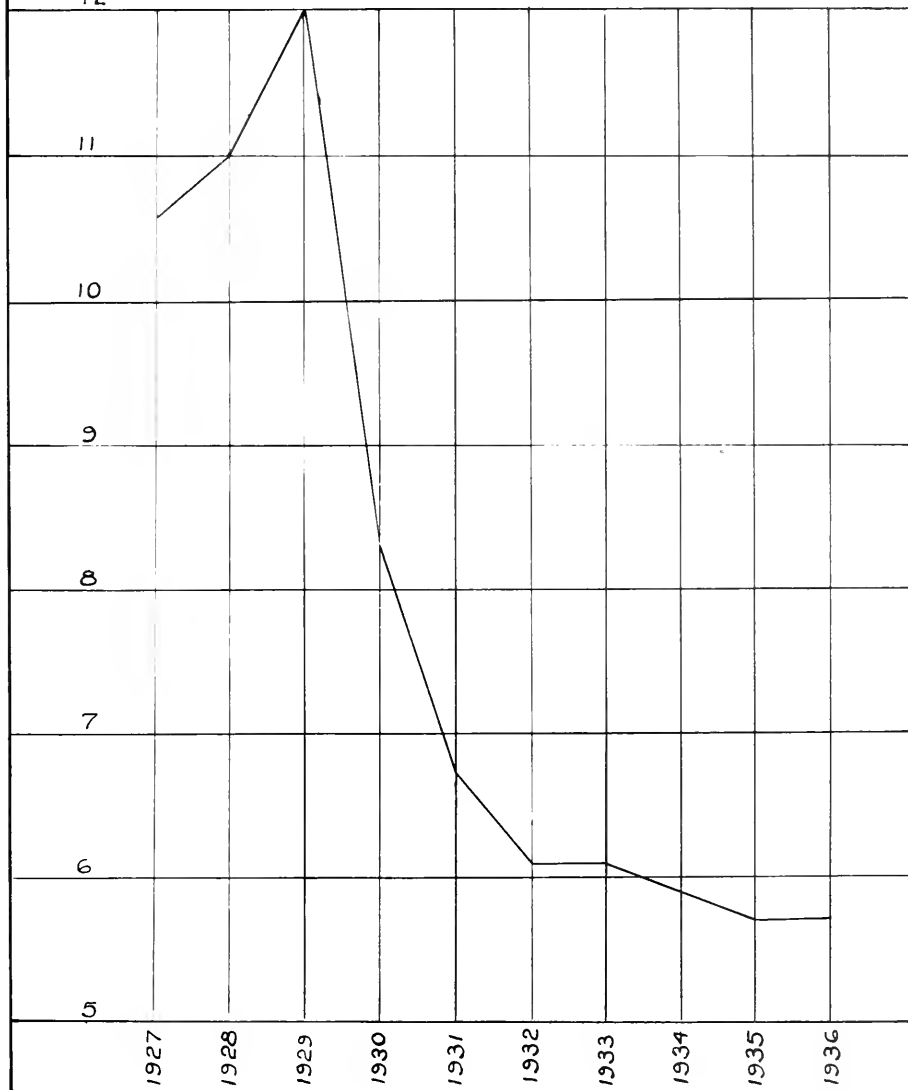
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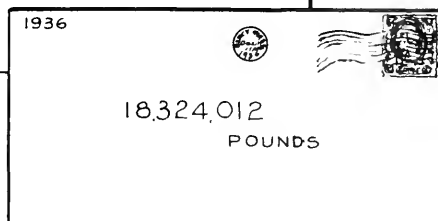
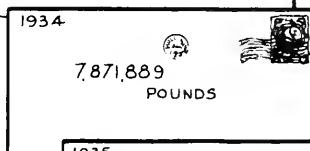
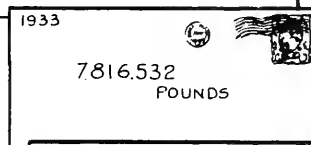
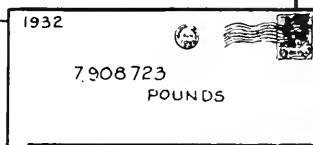
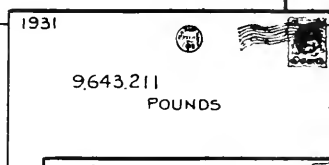
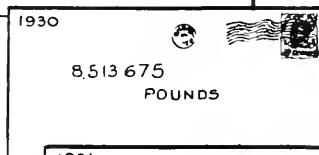
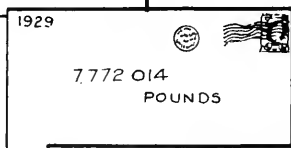
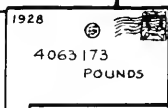
ON

U.S. AIR ROUTES

1927-1936 INCLUSIVE

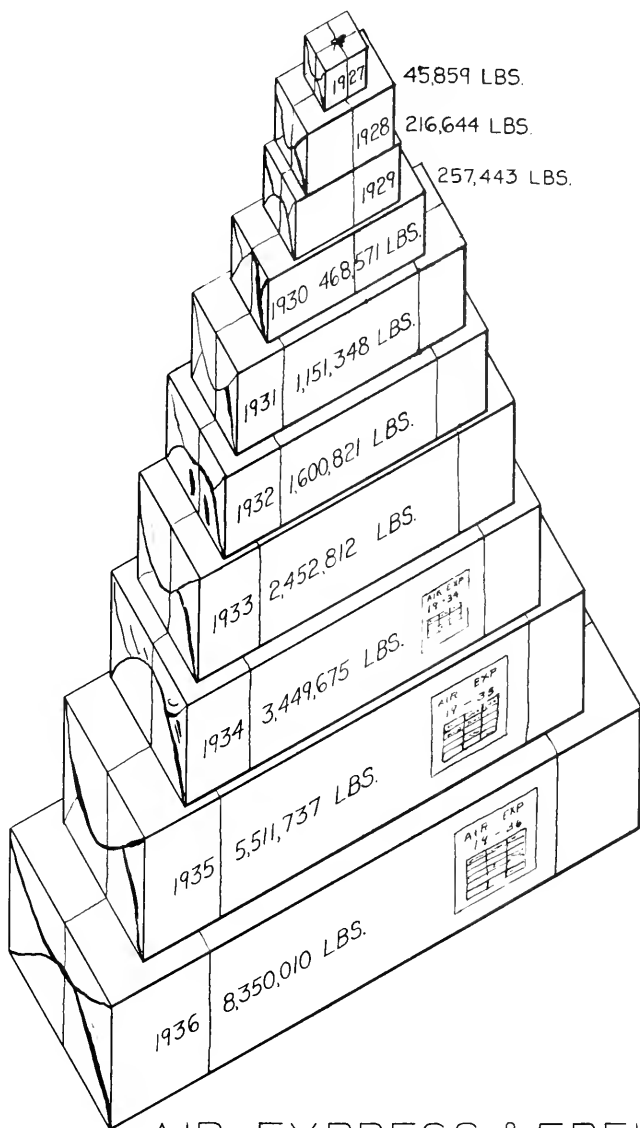
CENTS
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AIR MAIL

ITS GROWTH
1927-1936 INCLUSIVE



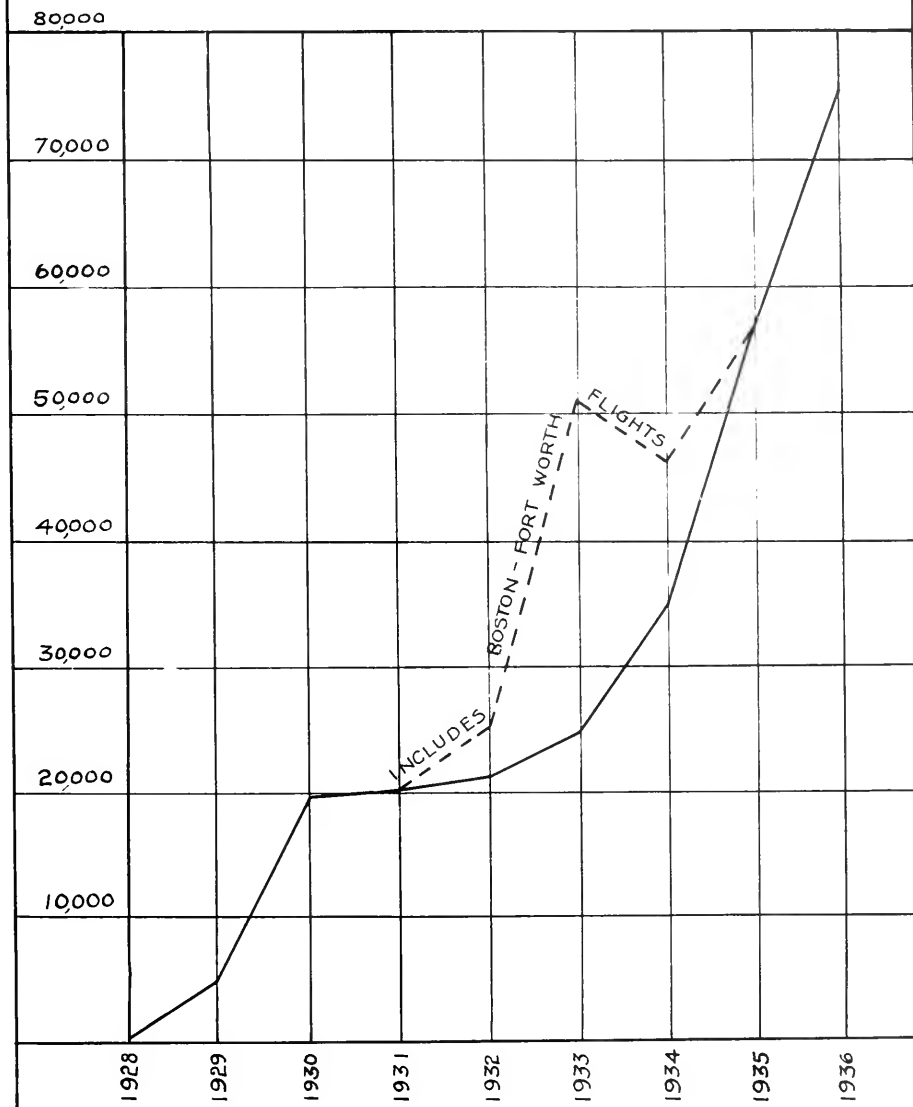
AIR EXPRESS & FREIGHT
IN UNITED STATES 1927-1936 INCLUSIVE

MILEAGE IN OPERATION
IN
MASSACHUSETTS
1926-1936 INCLUSIVE



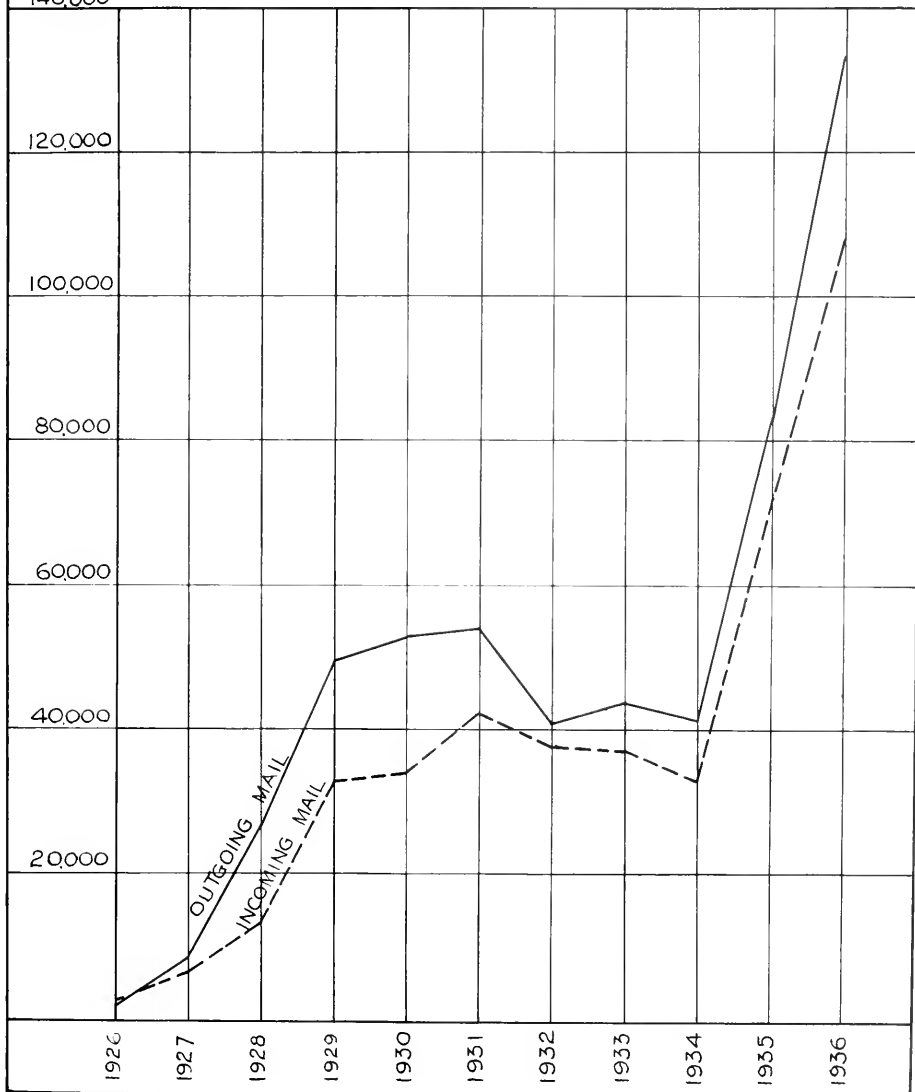
PASSENGERS CARRIED

IN
SCHEDULED AIRLINE OPERATIONS
1928-1936
IN
MASSACHUSETTS



INCOMING AND OUTGOING
AIR MAIL
OF MASSACHUSETTS
HANDLED THROUGH BOSTON AIRPORT
1926 - 1936 INCLUSIVE

LBS.
140,000



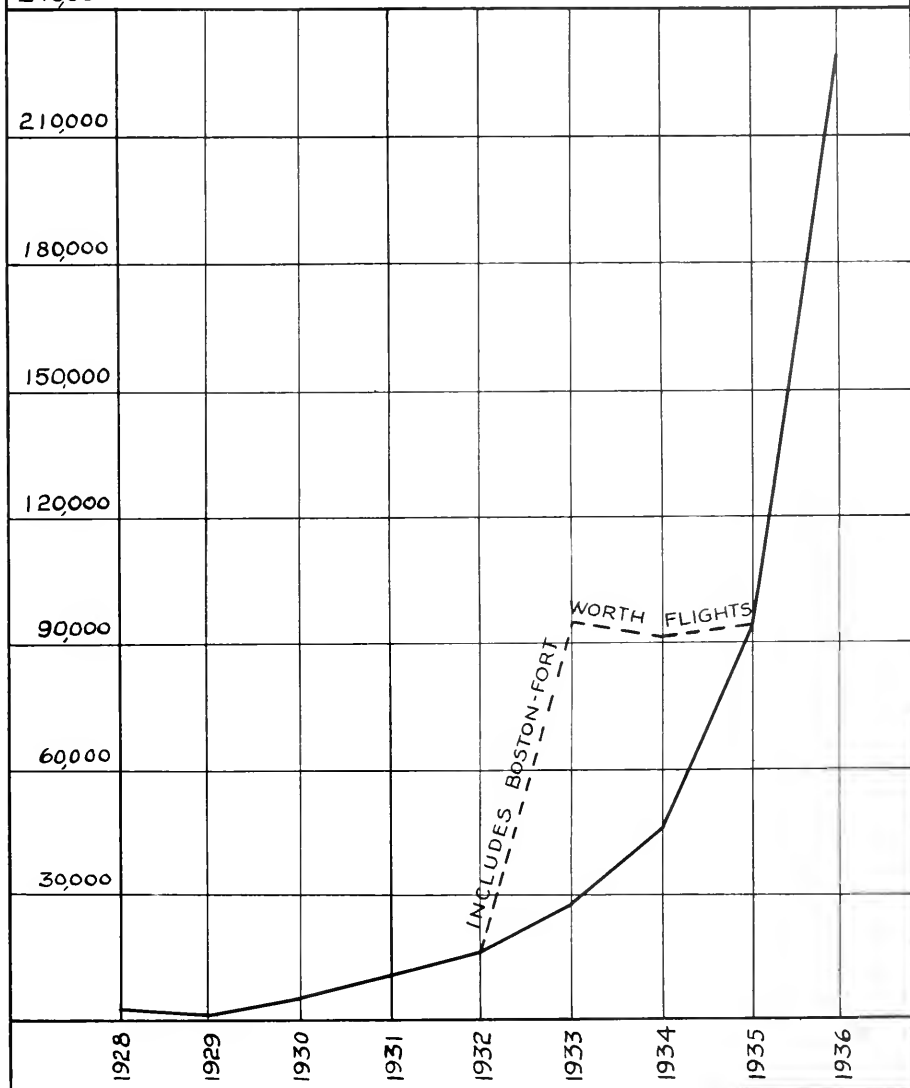
AIR EXPRESS CARRIED

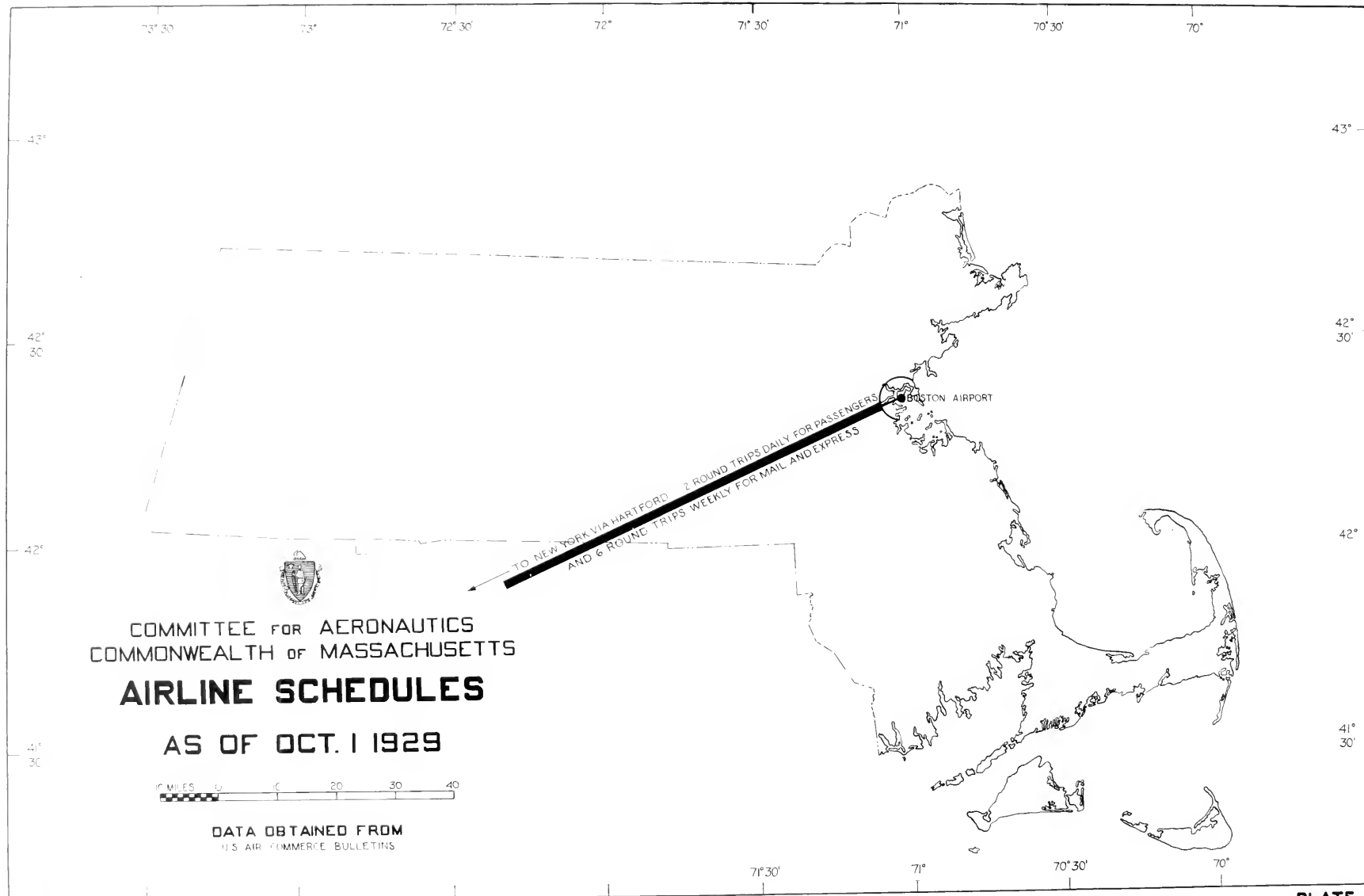
IN
SCHEDULED AIRLINE OPERATIONS

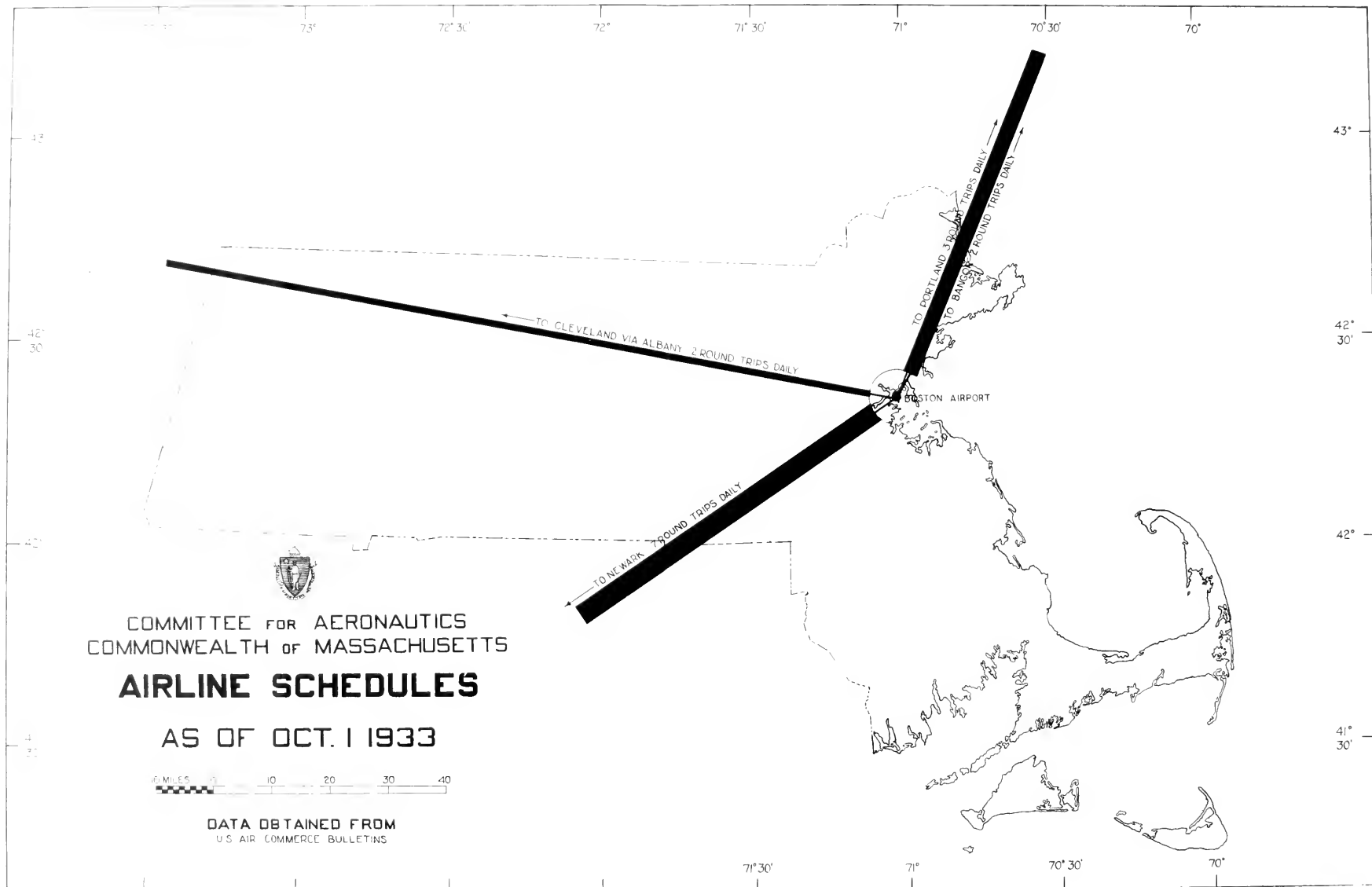
1928 - 1936

IN
MASSACHUSETTS

LBS.
240,000







73° 30' 73° 72° 71° 30' 71° 70° 30' 70°

43°

43°

42°

42°

41°

42°

30'

41°

30'

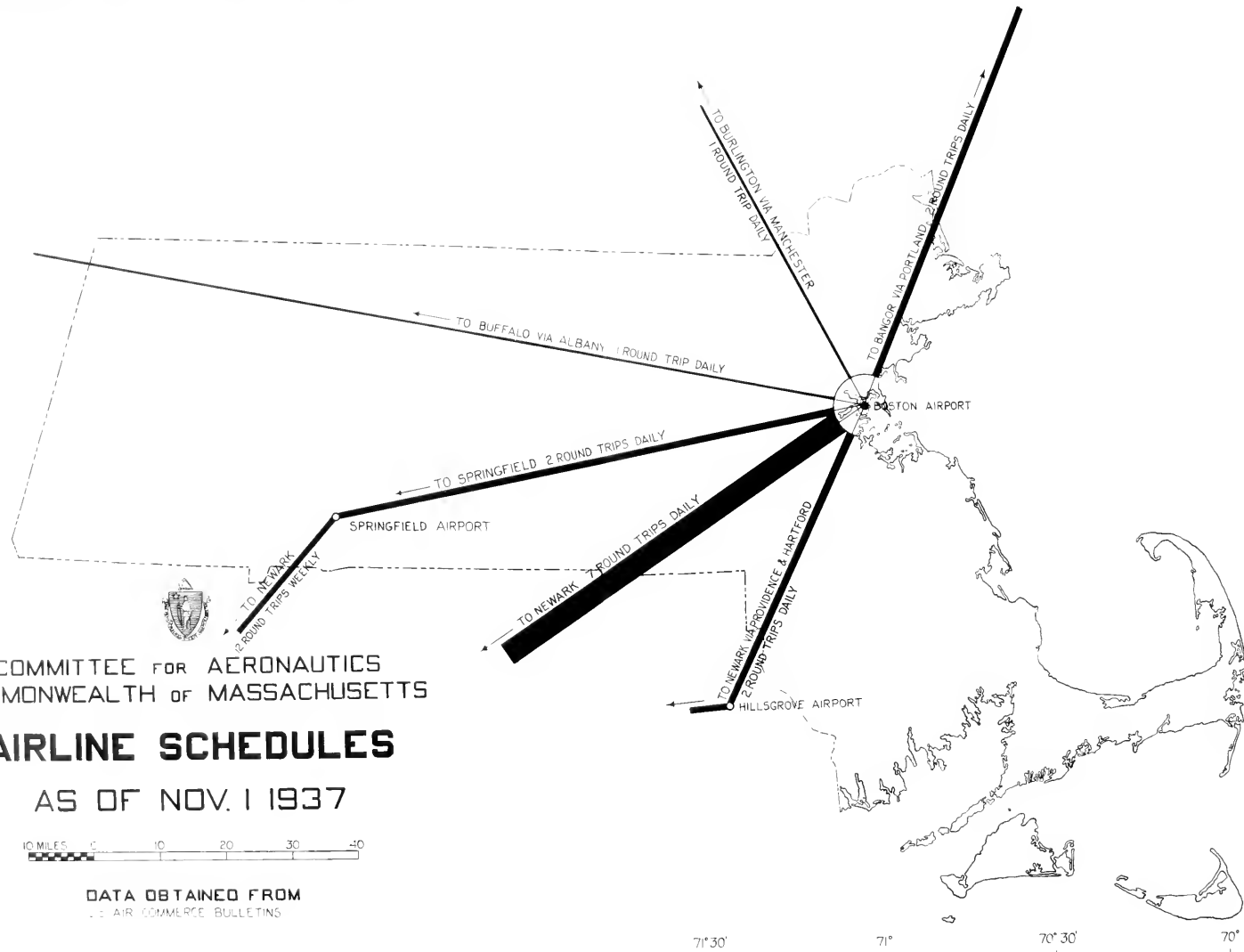
10 MILES 0 10 20 30 40

DATA OBTAINED FROM
U. S. AIR COMMERCE BULLETINS

COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS

AIRLINE SCHEDULES

AS OF NOV. 1 1937



73° 30' 73° 72° 30' 72° 71° 30' 71° 70° 30' 70°

43°

42° 30'

42°

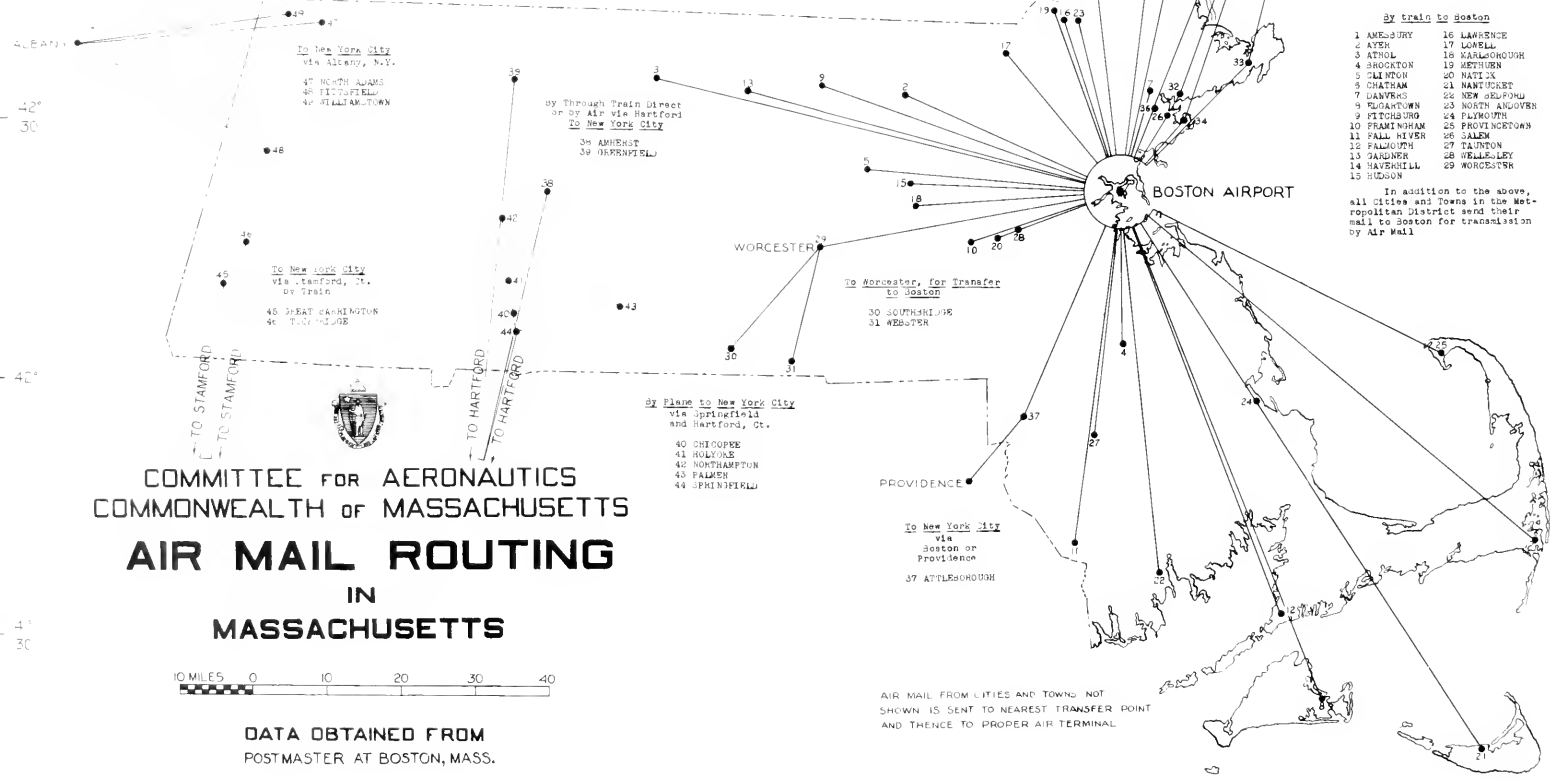
41° 30'

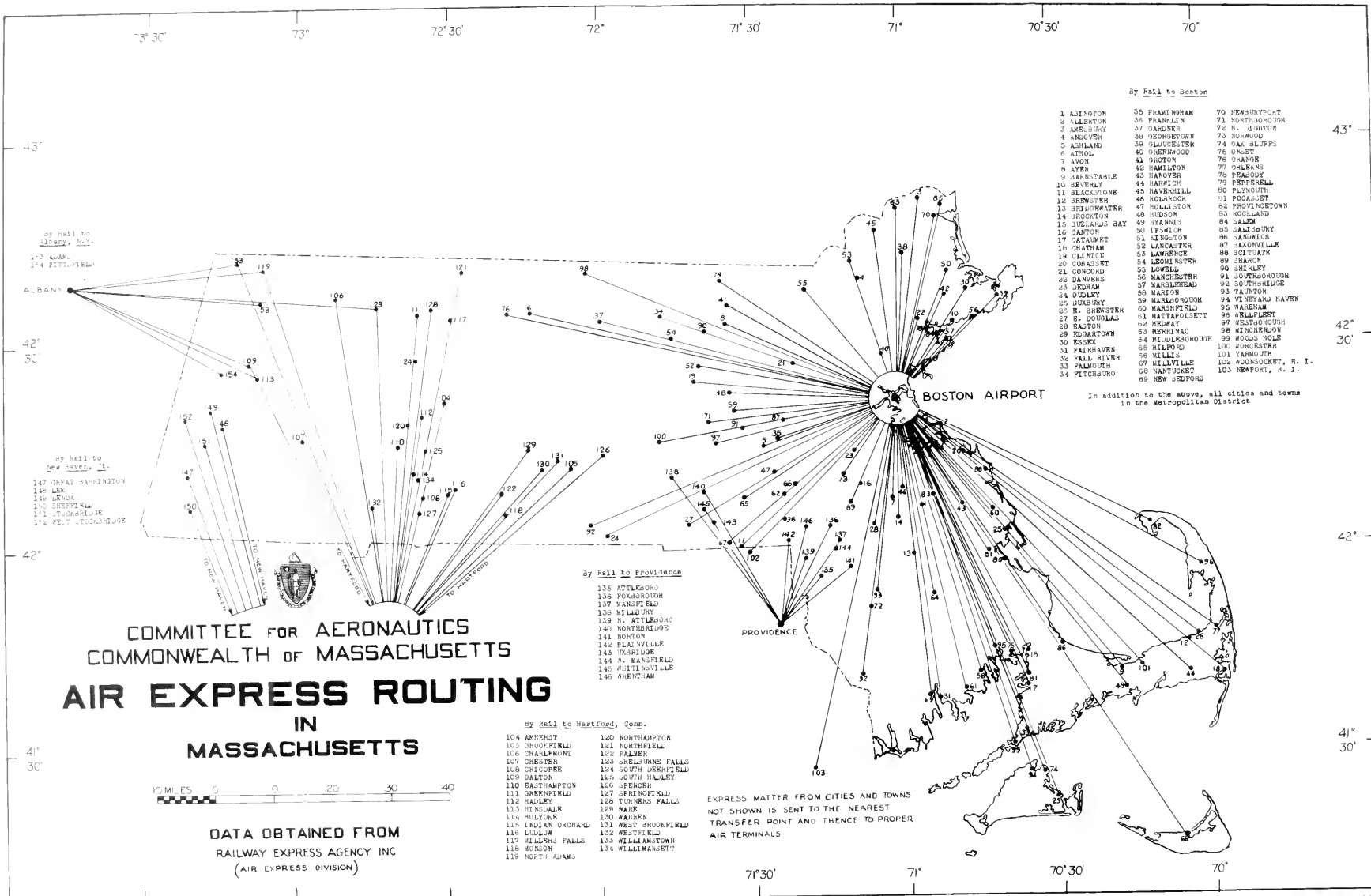
43°

42° 30'

42°

41° 30'





73° 30' 73° 72° 30' 72° 71° 30' 71° 70° 30' 70°

43°

43°

42° 30'

42° 30'

42°

42°

41° 30'

41° 30'

COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS
AREAS SERVED
BY EXISTING
MASSACHUSETTS AIRPORTS
WITHIN AN EIGHT MILE RADIUS

10 MILES 0 10 20 30 40



71° 30'

71°

70° 30'

FACT FINDING SURVEY

PART I

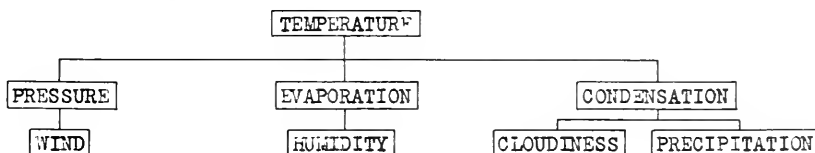
METEOROLOGICAL STUDY

A knowledge of Meteorology, the science of the Atmosphere, is essential not only to the airman, but also to those in charge of airport development. A practical knowledge of meteorological elements, their varied conditions and changes, together with the cause of such changes, are likewise necessary in order that they may avoid unfavorable weather and take advantage of that which is favorable.

With reference to the above, it should be borne in mind that the more generally observed meteorological elements are temperature, pressure, wind, evaporation, humidity, condensation, cloudiness, precipitation and visibility. All these elements are affected by heat from the sun.

The relation of one of these elements to another is more or less complicated. In addition to being affected by heat from the sun they are likewise affected, to a lesser degree, by topography and the rotation of the earth.

The following graph will serve to illustrate the ordinary relation of the elements:-



Sunshine or the lack of it affects temperature, temperature affects pressure, pressure affects wind, temperature affects evaporation, evaporation affects humidity, temperature affects condensation, condensation affects cloudiness and precipitation, temperature, cloudiness and precipitation affect visibility. (Smoke and dust particles also affect visibility).

It might be asserted that temperature is the predominant element and that it is the primary cause of all meteorological conditions.

As has been previously stated the study of Meteorology is a

science within itself and as the text of this Report in general deals with the present status of airports and landing fields and the possibility and necessity of enlarging or improving such airports and landing fields, we shall confine this section of the Report to such meteorological elements as have a direct bearing upon the successful operation of airports and landing fields, and their possible extension or improvement.

It will be noted in a following section of this Report (Part IV) that a list of meteorological data is submitted for each individual airport. This list contains data pertaining to such meteorological elements as wind, precipitation and temperature, and it is with these elements and their effects upon the successful operation and possible enlargement of the airports and landing fields that we are concerned.

WIND

It is a known fact that pressure depends primarily on temperature, and all winds are the result of inequalities in pressure; winds are divided into many classes and therefore we shall discuss only those having an immediate bearing on the operation, layout or expansion of airports and landing fields, viz: - Local Land and Sea Winds, and Anabatic and Katabatic Winds, more commonly called Mountain and Valley Winds.

Local Land and Sea Winds

The general circulation, as here outlined very briefly, is subject to interruptions of various causes. In the first place the northward and southward movement of the high and low pressure belts with the seasons, results in material changes of wind directions in some areas.

The corresponding changes or interruptions in the general circulation, however, are due to unequal heating of land and water surfaces, and consequent inequalities in pressure over oceans and continents. Winds have a decided tendency to blow out from continents in Winter and toward the interior of continents in Summer.

Not only do we find seasonal changes in land and sea winds, but there are daily changes also. Along the seashore there is a tendency for wind to blow shoreward during the day and seaward during the night.

Anabatic and Katabatic Winds

When the lower layers of air are cooled at night, the cool air, which is heavier than the air above, drains into the low places; in the daytime when lower layers are overheated there is a tendency for this warm air to blow up the slope, being displaced at the ground by the cooler, heavier air from above. This interchange of air is manifest in mountain and valley breezes, blowing up the valley or slope

during the day when the air begins to expand along the entire slope, or mountain side, due to heating of the surface layer of air by sunshine. These winds are called ANABATIC winds. In narrow mountain valleys these winds are very noticeable in the daytime, during the Summer, and this principle is a factor in wind direction in all mountainous districts.

Under certain atmospheric conditions a breeze may blow down the slope. This is caused by the surface layer of air being cooled more rapidly than the upper layers, and this cool heavy air is gravitating to the lowest point in the valley. This downward type of wind is a KATABATIC wind.

In fact, any wind which is caused by a heavy colder air gravitating off high ground may properly be termed a Katabatic wind.

Extremely low temperature over an elevated plateau may result in the density of the air at that particular point being increased considerably, due to contraction. Should this occur, a mass of heavy cold air may gravitate downward toward the lower levels of the valley, or coast line. This type of wind usually attains a high velocity. Well defined Katabatic winds may occur in any mountainous district during cold weather under certain atmospheric conditions.

These winds may have no relation to the general atmospheric pressure. Their existence is due principally to the extreme heating of the surface layers of air in the low lands, or to the extreme cooling of the surface layers of air over high plateaus or elevated ground. Attention should be drawn at this time to the general effect of topography on winds in general, whereby the friction of wind on rough high surfaces tends to slow down the wind movement, so that in the lower levels, winds over the land do not reach the velocity of those experienced over the sea.

Mountain ranges not only reduce wind velocity, but may also affect the direction.

From the foregoing it can be readily observed that wind, with reference to its direction and velocity, is at best an unstable element, and for that reason is an important factor in the successful landing and taking off of aircraft, for whenever possible it is to the advantage of the operation of aircraft to land and take off into the wind. In the laying out of airports and landing fields a correct wind rose is obviously of paramount importance, in order that the runways may be constructed so that their direction will conform to the direction of the prevailing winds.

There have been wind roses assembled in the past for various airport and landing field locations in Massachusetts which are incorrect, mainly because the data was collected from within the city limits and not at the airport site, for the reason that there were no airports at the time the observations were taken.

With these facts in mind The Committee For Aeronautics,

through its Research Project, has collected wind data from the majority of the cooperative weather stations in Massachusetts, and has assembled a wind rose for each of the airport and potential airport areas within the Commonwealth, as shown on Plates 17, 18, 19 and 20.

It is to be remembered that in many instances the statement made heretofore with reference to the location from which the wind rose data was collected, still holds true, for as will be seen from a study of the contents of Part IV it was impossible to collect wind data at most of the individual sites, and consequently much of the data was obtained from the nearest available and reliable source, which was, in some instances, as much as 15 miles distant. It is obvious, therefore, that in many cases, although the data collected will give a fair picture of meteorological conditions in those areas in which it was obtained, it cannot and should not be interpreted as the actual conditions prevalent at the airport site.

From what has been stated it can be readily seen that if a true picture is to be taken, to such a degree as is possible with unstable elements, there is the necessity for further meteorological study, and some provision should be made whereby regular daily observations can be made at all airports, and these observations recorded for the purpose of assembling accurate wind roses and compiling other meteorological data pertinent to the safe operation of aircraft.

TEMPERATURE AND PRECIPITATION

These elements are also of major importance as their effect upon construction problems of any nature are only too well known. The flyer is interested in temperature from the standpoint of his own safety and comfort, and as it affects the working of aircraft engines. In the future, when more freight is carried by airplane, there will be the problem of protecting perishable commodities from damage by extremes of temperature.

Temperature is also of importance in its relation to other elements, for in the temperature of the air is to be found the cause of wind, rain, snow, thunderstorms, etc.

Precipitation can be divided into three forms, namely rain, snow and hail, and their importance with reference to airport and landing field construction or improvement can be classified in that order. The necessity for information relative to these elements in regard to construction is too obvious to require explanation. From the standpoint of the flyer the presence of either of the aforementioned elements is of vital importance, as each has a distinct bearing upon the safe operation of aircraft.

With reference to the wind rose data shown with each individual airport study in Part IV of this Report, it should be remembered that for the Summer wind rose the records for the months of June, July, August and September, were used, and for the Winter wind rose, the

records for December, January, February and March.

Plate Nos. 19 and 20 show the wind rose data for the Boston Municipal Airport, including the annual wind rose and a monthly summary taken over a period of six years.

WIND ROSE DATA

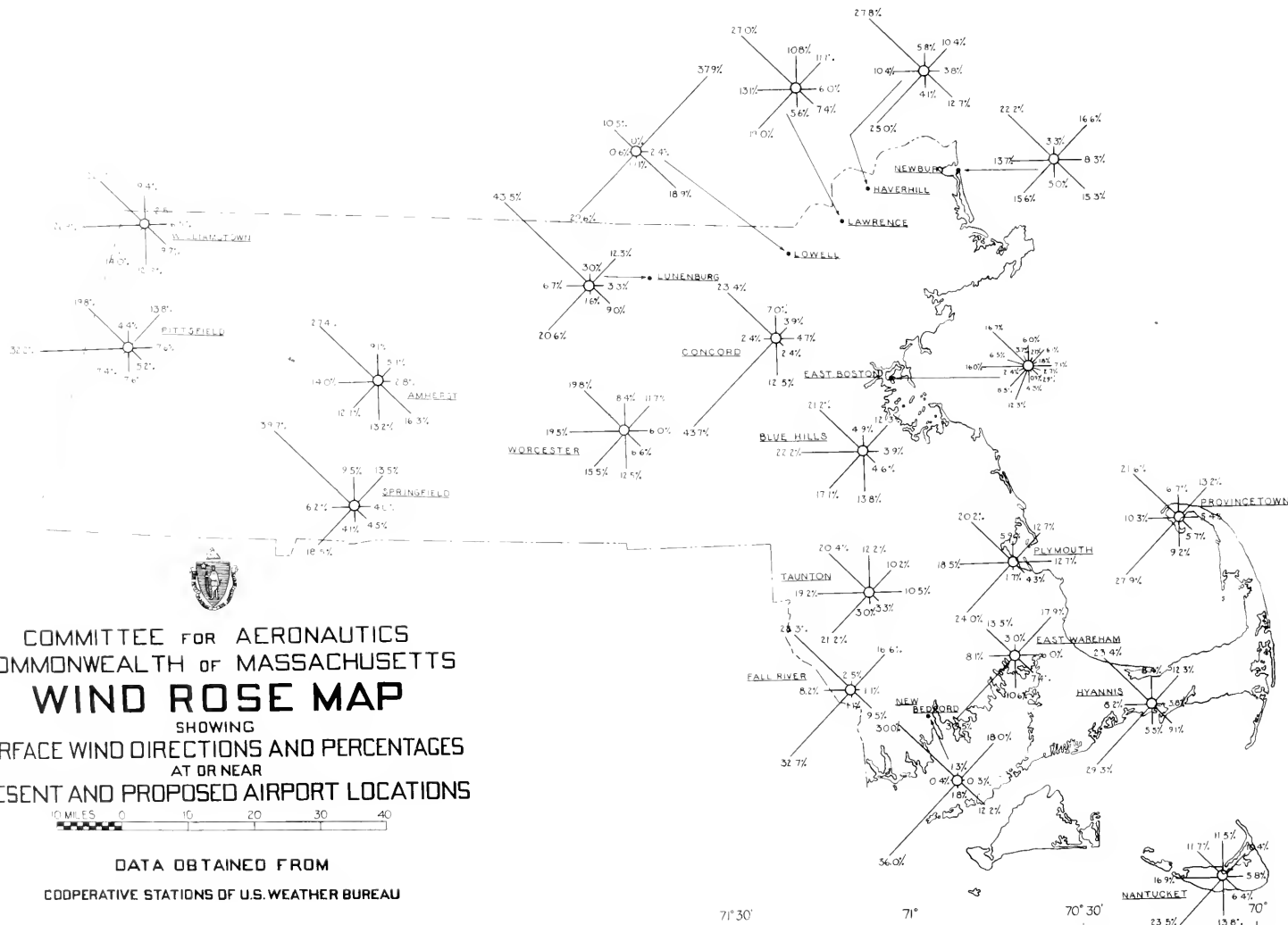
Periods Over Which Observations Were Taken

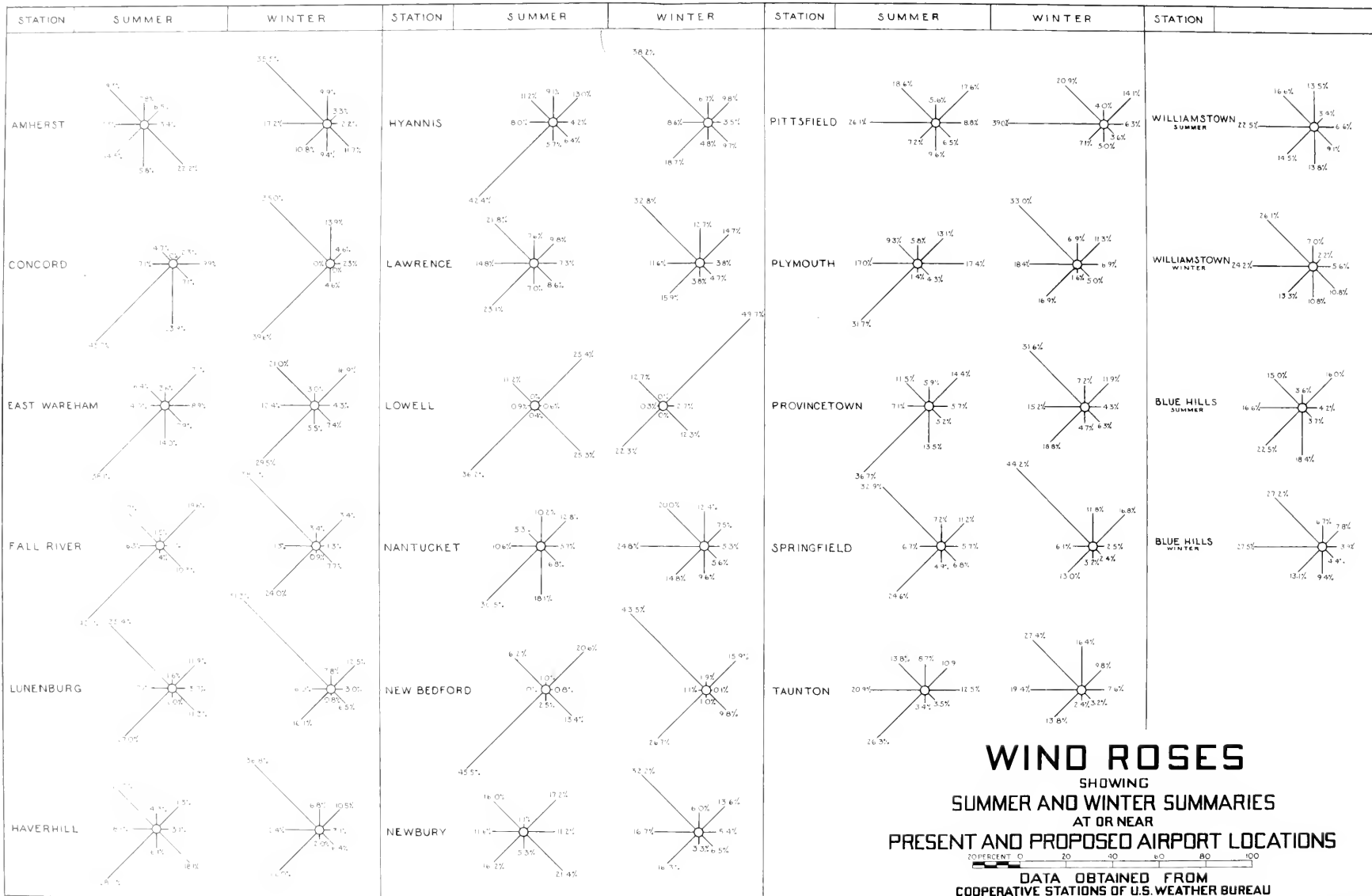
Station	Years	From	To	Days in Record
Amherst	13	1924	1936	4748
Blue Hill	11	1926	1936	3957
Concord	11	1926	1936	Monthly Summary
East Boston	6 $\frac{1}{2}$	1930	1936	2373
East Wareham	10	1927	1936	3494
Fall River	11	1926	1936	4010
Haverhill	13	1923 ('31-'32 missing)	1935	3303
Hyannis	5	1932	1937	1797
Lawrence	11	1926	1936	3956
Lowell	10	1927	1936 (incomplete)	937
Lunenburg (Fitchburg)	11	1926	1936	3622
Nantucket	10	1927	1936	3650
New Bedford	10	1927	1936	3653
Newbury	10	1927	1936	3591
Pittsfield	10	1927	1936	3552
Plymouth	11	1926	1936	3752
Provincetown	10	1927	1936	3651
Springfield	13	1924	1936	4745
Taunton	10	1927	1936	3645
Williamstown	10	1927	1936	3646

COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS
WIND ROSE MAP
SHOWING
SURFACE WIND DIRECTIONS AND PERCENTAGES
AT OR NEAR
PRESENT AND PROPOSED AIRPORT LOCATIONS

10 MILES 0 10 20 30 40

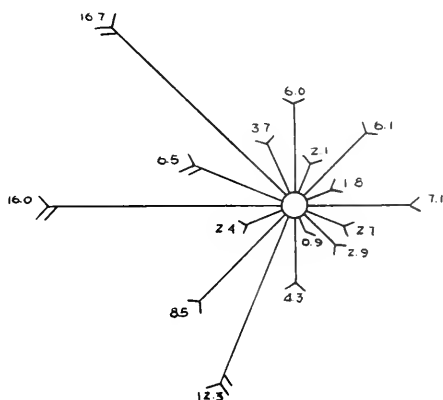
DATA OBTAINED FROM
COOPERATIVE STATIONS OF U.S. WEATHER BUREAU



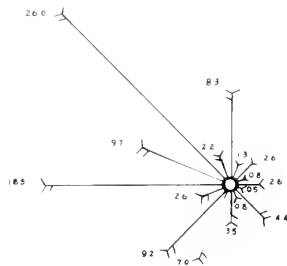


WIND ROSES
 SHOWING
SUMMER AND WINTER SUMMARIES
 AT OR NEAR
PRESENT AND PROPOSED AIRPORT LOCATIONS

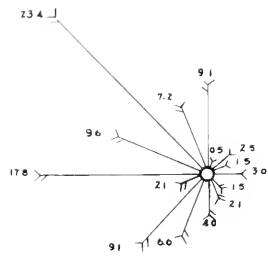
20 PERCENT 0 20 40 60 80 100
 DATA OBTAINED FROM
 COOPERATIVE STATIONS OF U.S. WEATHER BUREAU



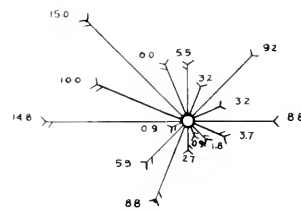
ANNUAL WIND ROSE
 BOSTON MUNICIPAL AIRPORT
 EAST BOSTON MASS
 DATA FURNISHED BY
 U.S. WEATHER BUREAU STATION
 EAST BOSTON MASS
 JAN. 1, 1930 - AUG. 1, 1936
 SCALE 10" = 100%



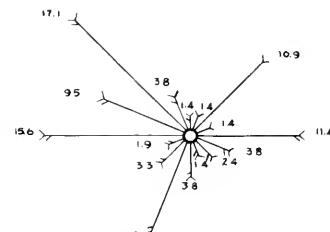
JAN.



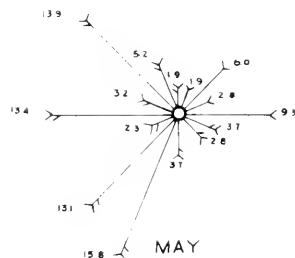
FEB.



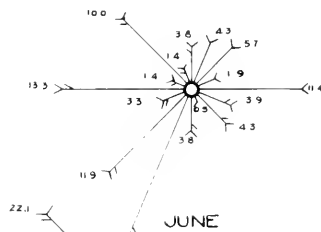
MAR.



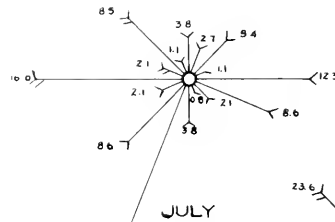
APR.



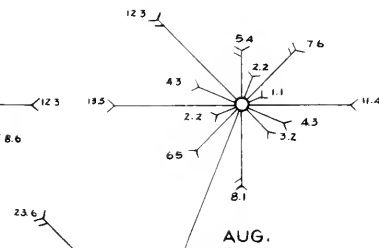
MAY



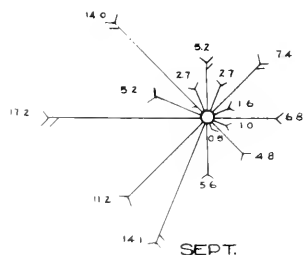
JUNE



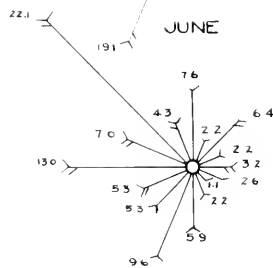
JULY



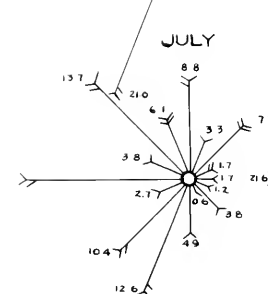
AUG.



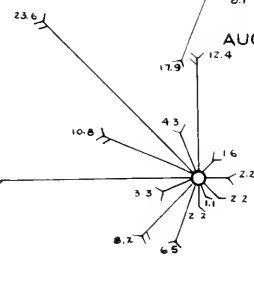
SEPT.



OCT.



NOV.



DEC.

WIND ROSES
MONTHLY SUMMARY
BOSTON MUNICIPAL AIRPORT
EAST BOSTON MASS
DATA FURNISHED BY
U.S. WEATHER BUREAU STATION
EAST BOSTON MASS
JAN, 1930 — AUG, 1930
SCALE 8"=100%

PART II

NEW ENGLAND RADIO BROADCASTING STATIONS

Data Compiled For Use With Radio Compass Homing Device

The adoption of the radio compass homing device as an aid to aerial navigation has created the need of a chart or map which can be used as a pilots' guide to the Radio Broadcasting Stations in New England.

The information contained herein has been compiled by The Committee For Aeronautics through the assistance of its Research Project with the intention of presenting to the pilots of both scheduled and itinerant aircraft operating in New England a method whereby they may orient themselves through the medium of the Radio Compass.

The network of Standard Radio Broadcasting Stations, operating on the 550 - 1500 KC entertainment band, has proved to be one of the essential sources by which flyers may assure themselves of their location, and thereby assist them in reaching their destination, provided the planes are equipped with the proper radio instruments for the reception of these Broadcasts.

Plate No. 21 shows a map giving the location and frequencies of all Broadcasting Stations in the New England States which may be used by the flyer for the safe operation of his craft. It also shows the location of the principal cities and towns.

Following Plate 21 will be found a list of all Broadcasting Stations in the New England States, together with such information as may be of use in assisting the pilot to reach his destination safely.

Standard Broadcasting Stations transmitting entertainment, etc., in the standard entertainment band 550 - 1500 KC, can be of no aid to air navigation unless the plane is properly equipped with radio for the reception of these Broadcasts. The ordinary radio-receiver, such as is used for home reception, will not meet with the desired result.

As a result of extensive experience gained in public use, plus a vast amount of research, an instrument has been put on the market which is a combination of a navigation instrument and a high-grade radio-receiver, and known as the Radio-Compass. It is a high quality conventional radio-receiver of high sensitivity and selectivity operating in the radio-weather band of 200 - 410 KC; in the standard entertainment band of 550 - 1500 KC; and in the high frequency aviation communication band of 2200 - 6700 KC.

It has the following uses:-

1. Conventional receiver for oral out-put for the reception of weather broadcasts.
2. Flying on conventional radio-range courses.
3. Reception of standard radio broadcast signals for entertainment.
4. High frequency aviation communication.
5. Radio-Compass (by the flick of a switch and the adjustment of a visual indicator control) for navigational purposes, providing visual out-put. The Radio Compass is usually confined for use only with the 200 - 410 KC radio-weather band and the 550 - 1500 standard entertainment band. Navigation by the use of a Radio-Compass possesses distinct advantages over the conventional method of aerial navigation by use of the radio-range beacons, in that its use is not confined to the narrow path of the beacon.

When flying with the Radio-Compass the signals from the beacon stations may be utilized without regard to "on course" signals, and the pilots may fly directly to or away from such stations. It is therefore necessary for the pilot to perform the additional flying usually necessary to get "on course", and if during a flight the "on course" signals are lost and the pilot is unable to orient himself rapidly, he need not resort to dead reckoning. The ability to approach the radio-range beacon station from any angle, irrespective of the "on course" beam, greatly widens the scope of its usefulness, and in the event it is necessary to fly over the established air-ways, the rapidity with which it is possible to locate the "on course" signal zone is of extreme value.

Identification of the sector by oral means, plus bearings toward the station as determined from the magnetic-compass and the visual indicator of the radio-compass, will rapidly determine the location of the "on course" signal. This may then be followed in a minimum amount of time.

Signals emanating from the broadcasting stations may be used, and thus the pilot may fly to points that he would otherwise be unable to, due to lack of other navigational aids.

The Radio-Compass performs the essential operations of successful air navigation by permitting the pilot to fly a course toward the selected radio station. By merely following the movements of the visual indicator he flies directly to the point selected. Flights may be completed over territory or water where the standard radio aids to aerial navigation are non-existent, or under conditions whereby the use

of conventional navigation would render the flight extremely hazardous. This instrument makes it possible to fly a more accurate course, which results in a reduction of travel time and operating expense.

Also the elimination of the ever-present orientation problem is solved by this instrument, resulting in more efficient airplane operation in good as well as bad weather, by allowing the pilot to devote his entire time and attention to the operation of his plane.

Although this article is not meant to be a technical treatise on aerial navigation, the Committee feels that a brief description of the operation of the Radio-Compass will more readily explain to those who may not be familiar with its use, the necessity and usefulness of the accompanying data. The remainder of this Part II, therefore, is being given over to a brief description of the operation of a standard radio-compass, now in use on many of our modern aircraft.

As shown in Fig. RN 1, the Radio-Compass consists of six units. (1) A loop antenna, stationary or manually rotatable; (2) A radio receiver-compass-dynamometer; (3) A visual course indicator meter; (4) A telephone head-set; (5) A remote control; and (6) A mast antenna.

Power for operation is derived from a 6 or 12 volt storage battery.

Satisfactory bearings may be secured at from 300 to 800 miles, while under favorable conditions a range of 1500 miles has given satisfactory results.

Reception frequencies range from 150 to 17,000 KC, separated into the regular radio frequency bands. Or they may be divided into bands more particularly suitable to some special purpose.

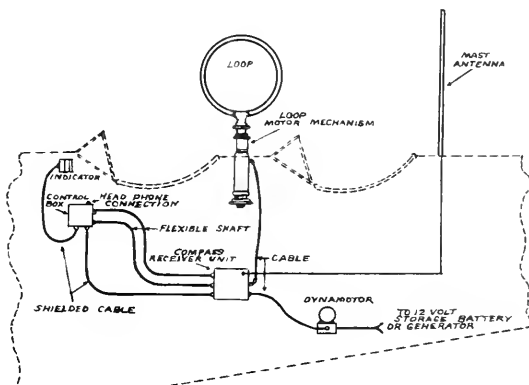


Fig. RN1. Installation of Radio Compass in Open Cockpit Airplane

The flight indications of the Radio-Compass are always radial to the radio transmitting station. An "on course" indication of the instrument shows that the aircraft is pointed along a radius either to or from the station.

Fig. RN 2 shows the radial lines of indication. An infinite number of these exist. Unless reference to other instruments or indicia

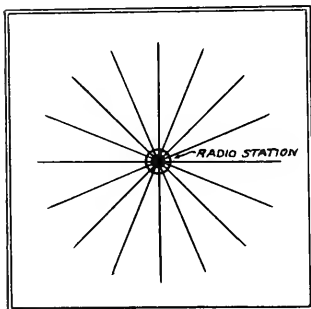


Fig. RN2. Radial Lines from Radio Station

is made there is no way of determining which radius is being used at the moment. The course indicator infallibly shows whether the airplane is pointed towards or away from the station.

A "homing" approach, as shown in Fig. RN 3, can be made to the radio transmitting station without any other navigational means, and

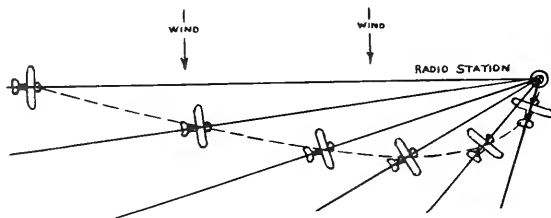


Fig. RN3. "Homing" Flight with Radio Compass

without knowing wind velocity or direction. Such an approach may be flown over a curved track due to cross winds. (Experienced pilots

claim that by flying a curved track the airplane will arrive at its destination as quickly as if it were crabbed into the wind and flown on a straight course). However, in this particular instance the airplane will reach its destination without any navigation on the part of the pilot except in keeping the course indicator needle centered.

Fig. RN 3 shows a "homing" flight path during a cross wind, when no other navigational reference is used. The airplane always points towards the station along a radius.

By occasional check on the magnetic compass or directional gyro, drift can be observed during a "homing" flight, and the flight straightened. For example, suppose the correct compass course to a point is 90° . After flying by the course indicator, for a short time, Fig. RN 4, the pilot notices when he reached the general vicinity of "A"

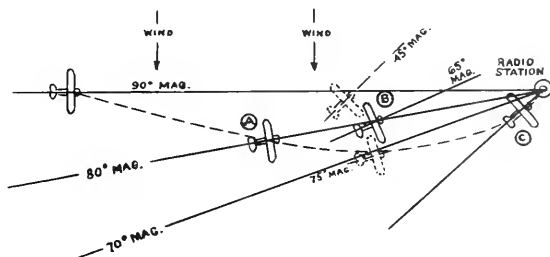


Fig. RN 4. Drift Correction with Radio Compass

that his magnetic heading has changed to the left since the beginning of the flight, and is now 80° , although the course indicator has been kept central. This indicates a drift to the right. He may then correct his magnetic heading farther to the left to compensate for the cross wind. His course indicator needle no longer remains in the central, or zero position. After flying this MAGNETIC HEADING for a while to "B", he may recheck by centering the course indicator. If the resulting magnetic heading on this temporary course is more than it was when he was at "A" (before correcting for the drift) he has over-corrected (position shown by dotted airplane on 45° heading). If it is the same he is flying a straight track to the station along the 80° magnetic course with a heading of 65° , as shown in the accompanying illustration. If it is less, he has under-corrected (position shown by dotted airplane on 75° heading). He can assume another correction based upon the facts determined at his first check point "B", and continue to fly. When the general vicinity of the station is reached (say 20 or 30 miles at "C") he can return to a true "homing" course and neglect the magnetic compass entirely, except to observe his heading for further orientation after reaching the radio transmitting station.

If he should make a mistake and pass the radio station without returning to a true "homing" course, the course indicator would immediately apprise him of the fact. The needle would swing across the face and show an opposite deflection without change of heading by the pilot. Therefore, any experimentation desired by the pilot with regard to drift correction can have no serious consequences.

When flying entirely blind without a Radio-Compass, and relying on ordinary magnetic compass and directional gyro, any of the various courses indicated in Fig. RN 5, may be imposed on the airplane by a cross wind. However, if the Radio-Compass is used with the above instruments an allowance can be readily made for drift, and correct navigation is simplified.

Drift determination is easy when using a radio station as a point of departure.

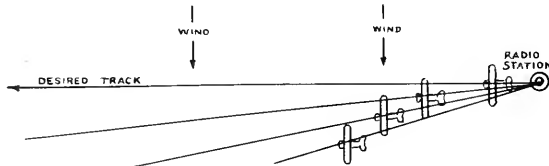


Fig. RN5. Courses that Could be Flown when Flying Away from Radio Station

The pilot should fly over the radio station, Fig. RN 6, from position "A", and note the time when the course indicator shows the station position by fluctuation of the needle. The magnetic compass is then used to hold the heading as planned along the original track. After a few minutes, position "B" is reached. The course indicator is then centered by rotating the loop or swinging the ship. The drift angle can be read directly from the loop graduations, or by subtracting the new heading from the originally planned heading. This can be used to regain the original track, if desired, by adding or subtracting twice the drift angle θ , and flying for a period of time equal to the first interval, then taking the original heading, plus or minus θ , as the case may be.

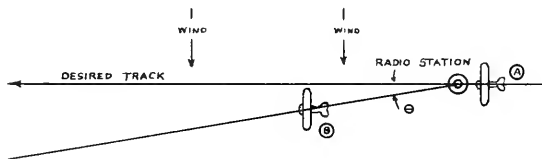


Fig. RN6. Drift Correction with Radio Compass when Flying Away from Radio Station

Drift determination from distant radio stations ahead must be obtained by graphical methods, Fig. RN 7.

The pilot files a magnetic heading, as laid out for the desired track, and keeps a careful distance observation from the elapsed time and the air speed. At "A" (say 50 miles from the start) he takes a radio bearing on the radio station by means of the course indicator. He then must lay off a circle from the starting point with a radius equal to his computed air distance, and also lay out the radio bearing from the station. These will intersect. His approximate drift angle θ , and his approximate position, are thus determined. Head wind or tail wind components will affect the result slightly, as shown by the broken lines in an exaggerated degree.

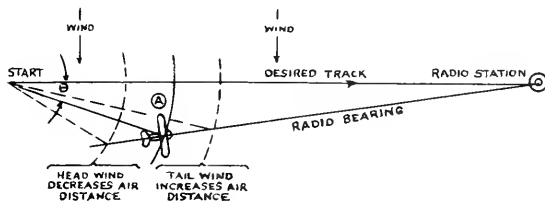


Fig. RN7. Determining Drift by Radio Compass from Radio Station Ahead

Cross checks, Fig. RN 8, may be taken at any time to determine position.

Position "A" will give a good fix from the radio bearings on any two of the three stations shown. Position "B" would not give a fix from station 1 and 2 (except a line of position) due to 180° bearing. The three stations act as a check on the accuracy of all the bearings, as observed.

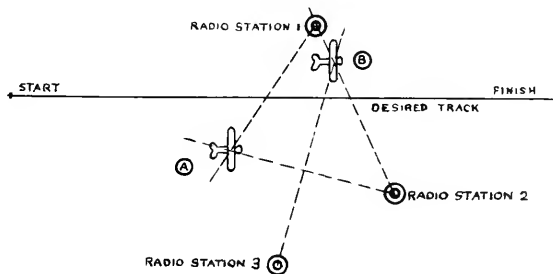


Fig. RN8. Fix with Radio Compass by Bearings on Two or More Radio Stations

Identification Letters	Frequency (kilocycles)	Dial Reading	Location of Transmitter	Latitude and Longitude	Power (Watts)	Hours of Operation	Height of Antenna	Distance to Boston Airport	True Bearing Transmitter to Boston Airport	Magnetic Bearing Transmitter to Boston Airport	Distance to Nearest Airport	True Bearing Transmitter to Nearest Airport	Magnetic Bearing Transmitter to Nearest Airport	Nearest Station On Same Frequency
WTAG	580		Holden 5 miles north of Worcester	42°20'00" N 71°49'00" W	1000	Daily 7.30 AM to Midnite Sunday 9.00 AM to Midnite	350 ft (3) Lighted	41.5 miles	87°	102°	N.Grafton 9.5 miles	145°	159°	None in N.E.
WEEI	590		Medford 5.5 miles north-west of Boston	42°24'29" N 71°05'14" W	5000 Day 1000 Night	Daily: 7.00 AM to 1.00 AM Sunday: 9.00 AM to 12.00 Mid.	350 ft (2) Lighted	4.0 miles	132°	147°	Boston 4.0 miles	132°	147°	None in N.E.
WLAW	680		West Andover 3 miles south-west of Lawrence	42°40'38" N 71°13'12" W	1000	6.00 AM to Local Sunset	300 ft (1) Lighted	22.0 miles	154°	169°	Lawrence 6.0 miles	51°	66°	None in N.E.
WHDH	830		Saugus, 7 miles north-east of Boston	42°26'15" N 70°59'40" W	1000	Until sunset in Denver, Col. 7.00 AM to 6.30 PM Summer: 7.00 AM to 10.30 PM	165 ft (2) Lighted	5.0 miles	200°	215°	Revere 1.0 mile	231°	246°	None in N.E.
WORL	920		Needham 2 miles west of Town	42°17'25" N 71°15'56" W	500	7.30 AM to Local Sunset	306 ft (1) Lighted	14.0 miles	65°	80°	Framingham 7.0 miles	260°	275°	None in N.E.
WPZ	990		Millis 2 miles south-west of Medfield	42°11'03" N 71°20'05" W	50,000	6.00 AM to 1.00 AM (same schedule and program as WBZA)	300 ft (2) Lighted	20.5 miles	50°	65°	Canton - 9.0 miles	97°	112°	WBZA
WBZA	990		Springfield 2.6 miles east of city	42°08'21" N 72°33'28" W	1000	Daily: 6.00 AM to 1.00 AM. Sunday: 9.00 AM to 12.00 Mid.	220 ft (2) Lighted	79.0 miles	77°	91°	Springfield 1.0 mile	325°	339°	WBZ
WCOP	1120		Brighton 4 miles west of Boston	42°22'03" N 71°13'07" W	500	7.00 AM to average Sunset	227 ft (1) Lighted	5.5 miles	80°	95°	Boston 9.0 miles	80°	95°	None in N.E.
WSPR	1140		West Springfield	42°05'32" N 72°36'20" W	500	7.00 AM to 9.00 PM	222 ft (1) Lighted	84.0 miles	76°	90°	Springfield 4.0 miles	42°	56°	None in N.E.

Identification Letters	Frequency (kilocycles)	Dial Reading	Location of Transmitter	Latitude and Longitude	Power (Watts)	Hours of Operation	Height of Antenna	Distance to Boston Airport	True Bearing Transmitter to Boston Airport	Magnetic Bearing Transmitter to Boston Airport	Distance to Nearest Airport	True Bearing Transmitter to Nearest Airport	Magnetic Bearing Transmitter to Nearest Airport	Nearest Station On Same Frequency
WNAC	1230		Squantum 6.5 miles south-east of Boston	42°18'06" N 71°00'46" W	5000 Day 1000 Night	6.30 AM to 1.00 AM	420 ft (1) Lighted	5.0 miles	355°	10°	Squantum 1.0 mile	270°	285°	None in N.E.
WORC	1280		Auburn 3 miles south of Worcester	42°13'17" N 71°49'02" W	500	Daily: 8.00 AM to Midnite Sunday: 8.45 AM to 11.15 PM	100 ft (3)	41.5 miles	76°	90°	N.Grafton 5.5 miles	90°	104°	None in N.E.
WNBH	1310		New Bedford 2 miles south of city	41°36'10" N 70°54'14" W	250 Day 100 Night	7.30 AM to 11.15 PM	184 ft (1)	54.0 miles	352°	07°	Fairhaven 4.0 miles	24°	39°	WLNH
WLLH	1370		Lowell 2 miles north-west of airport	42°38'44" N 71°16'25" W	250 Day 100 Night	7.30 AM to 12.00 Mid	206 ft (1) Lighted	24.0 miles	141°	166°	Lowell 2.0 miles	141°	156°	WRDC WQDM
WAAB	1410		Squantum 6.5 miles south-east of Boston	42°18'06" N 71°00'46" W	500	Continuous 24 hours (except shut-down periods.) 2nd Mon. 2.15-4.30AM 2nd Thu. 2.45-4.00AM 2nd Fri. 3.30-4.00AM 2nd Sat. 5.30-6.00AM	420 ft (1) Lighted	5.0 miles	355°	10°	Squantum 1.0 mile	270°	285°	None in N.E.
WMAS	1420		Springfield center of city	42°07'00" N 72°36'00" W	250 Day 100 Night	Daily: 7.00 AM to 1.00 AM Sunday: 8.30 AM to 1.00 AM (unlimited)	150 ft (2) Lighted	82.0 miles	77°	91°	Springfield 2.0 miles	45°	59°	WAGH
WSAR	1450		Fall River 1.5 mile north-west of city	41°03'03" N 71°10'04" W	1000 8.00 AM- 12.00 Mid	7.30 AM to 12.00 Mid Daily except Sunday	206 ft (2) Lighted	45.5 miles	09°	24°	Hillsgrove R. I. 13.0 miles	273°	288°	None in N.E.
WZLX	1500		Chelsea 2 miles north-east of Boston	42°23'39" N 71°01'41" W	250 Day 100 Night	8.00 AM to 12.00 Mid	150 ft (1) Lighted	1.5 mile	180°	195°	Boston 1.5 mile	180°	195°	WSBY WRLC

Identification Letters	Frequency (kilocycles)	Dial Reading	Location of Transmitter	Latitude and Longitude	Power (Watts)	Hours of Operation	Height of Antenna	Distance to Boston Airport	True Bearing Transmitter to Boston Airport	Magnetic Bearing Transmitter to Boston Airport	Distance to Nearest Airport	True Bearing Transmitter to Nearest Airport	Magnetic Bearing Transmitter to Nearest Airport	Nearest Station On Same Frequency
WLBZ	620		Bangor 2.0 miles north from City Hall	44°49'44" N 68°47'08" W	1000 Day 500 Night	8.00 AM to 12.00 Mid.	404 ft (1) Lighted	205 miles	214°	233°	Bangor 2.0 miles	199°	218°	None in N.E.
WCSH	940		Portland 5.0 miles south-west of city	43°36'01" N 70°19'29" W	2500 Day 1000 Night	7.45 AM to Midnite	300 ft	92 miles	203°	220°	Portland 4.0 miles	10°	27°	None in N.E.
WABI	1200		Bangor 2.5 miles south-east of city	44°46'44" N 68°44'22" W	250 Day 100 Night	Daily: 8.00 AM to 2.00 PM 5.00 PM to 11.00 PM Sunday: 9.00 AM to 9.00 PM	260 ft (1) Lighted	203 miles	215°	234°	Bangor 4.0 miles	296°	315°	WCAX WTHI WNRJ
WRDO	1370		Augusta center of city	44°18'52.5"N 69°46'30.0"W	100	8.00 AM to 11.30 PM	120 ft	150 miles	205°	223°	Augusta 1.0 mile	270°	288°	WQDM WLLH
WAGM	1420		Presque Isle 1 mile west of town	46°41'00" N 68°01'30" W	100	Daily: 11.00 AM to 1.00 PM 4.00 PM to 7.00 PM Sunday: 9.45 AM to 2.30 PM	96 ft	334 miles	208°	230°	Presque Isle 2.0 miles	359°	21°	WMAS

Identification Letters	Frequency (kilocycles)	Dial Reading	Location of Transmitter	Latitude and Longitude	Power (Watts)	Hours of Operation	Height of Antenna	Distance to Boston Airport	True Bearing to Boston Airport	Magnetic Bearing to Boston Airport	Distance to Nearest Airport	True Bearing to Nearest Airport	Magnetic Bearing to Nearest Airport	Nearest Station On Same Frequency
WDEV	550		Waterbury 2.5 miles north of city	44°22'00" N 72°45'00" W	500	7.00 AM to Local Sunset	435 ft (1) Lighted	164 miles	148°	164°	Barre- Montpelier 15.0 miles	140°	156°	None in N.E.
WCAX	1200		Burlington center of city	44°29'00" N 73°12'00" W	250 Day 100 Night	Irregular: 7.30 AM to 9.30 PM	250 ft (1) Lighted	180 miles	145°	161°	Burlington 3.0 miles	100°	116°	WABI WTHH
WNEX	1260		Springfield 1.5 mile north- east of city	43°19'05" N 72°27'41" W	1000	7.00 AM to 9.00 PM	206 ft (2) Lighted	98 miles	131°	146°	Springfield 3.0 miles	305°	320°	None in N.E.
WQDM	1370		St. Albans 2.0 miles south of city	44°50'03" N 73°05'05" W	100	11.00 AM to 2.00 PM	185 ft (1) Lighted	198 miles	145°	164°	Swanton 10.0 miles	360°	16°	WRDO WLLH
WSYB	1500		Rutland center of city	43°31'00" N 72°58'45" W	100	Daily except Sunday 10.00 AM to 1.00 PM and 5.00 PM to 9 PM Sunday: 10.00 AM to 11.00 AM	90 ft (2)	130 miles	130°	145°	Rutland 1.0 mile	196°	211°	WNEX WNLC

NEW HAMPSHIRE

WHBB	740		Portsmouth 2.5 miles north- west of city	43°06'05" N 70°48'44" W	250	8.00 AM to 1 hour after Sunset	165 ft (2) Lighted	51 miles	193°	209°	Portsmouth 3.5 miles	180°	196°	None in N.E.
WLNH	1310		Laconia center of city	43°31'45" N 71°28'06" W	100	Unlimited time	170 ft (1)	84 miles	165°	180°	Laconia 1.0 mile	327°	342°	WNEX WNLC
WFEA	1340		Manchester 5.5 miles south of city	42°54'30" N 71°28'00" W	1000 Day 500 Night	Daily: 8.00 AM to 12 Mid. Sunday: 8.45 AM to 12 Mid.	350 ft 175 ft (2) Lighted	44 miles	149°	164°	Manchester 2.5 miles	25°	40°	None in N.E.

Identification Letters	Frequency (kilocycles)	Dial Reading	Location of Transmitter	Latitude and Longitude	Power (Watts)	Hours of Operation	Height of Antenna	Distance to Boston Airport	True Bearing Transmitter to Boston Airport	Magnetic Bearing Transmitter to Boston Airport	Distance to Nearest Airport	True Bearing Transmitter to Nearest Airport	Magnetic Bearing Transmitter to Nearest Airport	Nearest Station On Same Frequency
WICC	600		Bridgeport 1.5 miles east (Stratford Pt.)	41°09'40" N 73°10'00" W	1000	6.30 AM. to 2.00 AM	300 ft (2) Lighted	139 miles	52°	64°	Bridgeport 3.0 miles	276°	288°	None in N.E.
WELI	900		New Haven 2.0 miles west of city	41°18'40" N 72°57'15" W	500	Daily: 7.00 AM.toLocalSunset Sunday: 8.00 AM.toLocalSunset	274 ft (1) Lighted	124 miles	54°	67°	New Haven 2.5 miles	134°	147°	None in N.E.
WTIC	1040		Hartford 7.0 miles west of city	41°46'34.6"N 72°48'19.9"W	50,000	Daily: 6.00 AM to 1.00 AM Sunday: 9.30 AM to 1.00 AM	213 ft 204 ft (2) Lighted	101 miles	66°	79°	Hartford (BrainardFld) 8.0 miles	112°	125°	None in N.E.
WATR	1190		Waterbury 1 mile west of city	41°33'00" N 73°03'00" W	100	8.00 AM to 8.30 PM	150 ft (2)	119 miles	62°	75°	Bristol 10.0 miles	45°	58°	None in N.E.
WTHT	1200		Hartford	41°46'06.7"N 72°40'25.7"W	100	Daily: 7.00 AM.toLocalSunset Sunday: 8.00 AM.toLocalSunset	436 ft (1) Lighted	95 miles	64°	77°	Hartford (BrainardFld) 3.0 miles	166°	179°	WABI WCAX WNRI
WDRC	1330		West Suffield	41°59'00" N 72°42'00" W	5000 Day 1000 Night	7.00 AM. to 1.00 AM.	310 ft (1) Lighted	90 miles	73°	86°	Springfield (Mass.) 12.0 miles	30°	44°	None in N.E.
WNEC	1380		New Britain 2 miles north of city	41°41'35" N 72°45'30" W	250	7.00 AM.toLocalSunset	184 ft (1) Lighted	101 miles	62°	75°	Hartford (BrainardFld) 5.5 miles	62°	75°	None in N.E.
WNLC	1500		New London center of city	41°21'50" N 72°05'30" W	100	7.00 AM.toLocalSunset	200 ft (1) Lighted	90 miles	38°	51°	Groton 3.0 miles	126°	139°	WSYB WMEX
WERY	1530		Naugatuck 4 miles east of city	41°28'13" N 72°58'13" W	1000	Daily: 8.00 AM. to 12 Mid. Sunday: 9.00 AM. to 12 Mid.	190 ft (2) Lighted	119 miles	58°	71°	Meridan 8.0 miles	80°	93°	None in N.E.

Identification Letters	Frequency (kilocycles)	Dial Reading	Location of Transmitter	Latitude and Longitude	Power (Watts)	Hours of Operation	Height of Antenna	Distance to Boston Airport	True bearing to Transmitter to Boston Airport	Magnetic Bearing Transmitter to Boston Airport	Distance to Nearest Airport	True Bearing Transmitter to Nearest Airport	Magnetic Bearing Transmitter to Nearest Airport	Nearest Station On Same Frequency
WPRO	630		South Pawtucket	41°48'08.3"N 71°22'43.8"W	1000 Day 500 Night	Daily: 6.00 AM to 12.00Mid. Sunday: 8.00 AM to 12.00Mid.	254 ft (2) Lighted	43 miles	25°	39°	Hillsgrove 10.0 miles	190°	204°	None in N.E.
WEAN	780		Pawtucket	41°50'04" N 71°21'56" W	1000	Daily: 6.30 AM to 2.00 AM Sunday: 8.00 AM to 2.00 AM	325 ft (2) Lighted	41 miles	25°	39°	Hillsgrove 10.5 miles	189°	203°	None in N.E.
WJAR	890		Pawtucket	41°51'12" N 71°20'58" W	1000	7.30 AM to 1.00 AM	320 ft (2) Lighted	39.5 miles	25°	39°	Hillsgrove 11.0 miles	188°	202°	None in N. E.

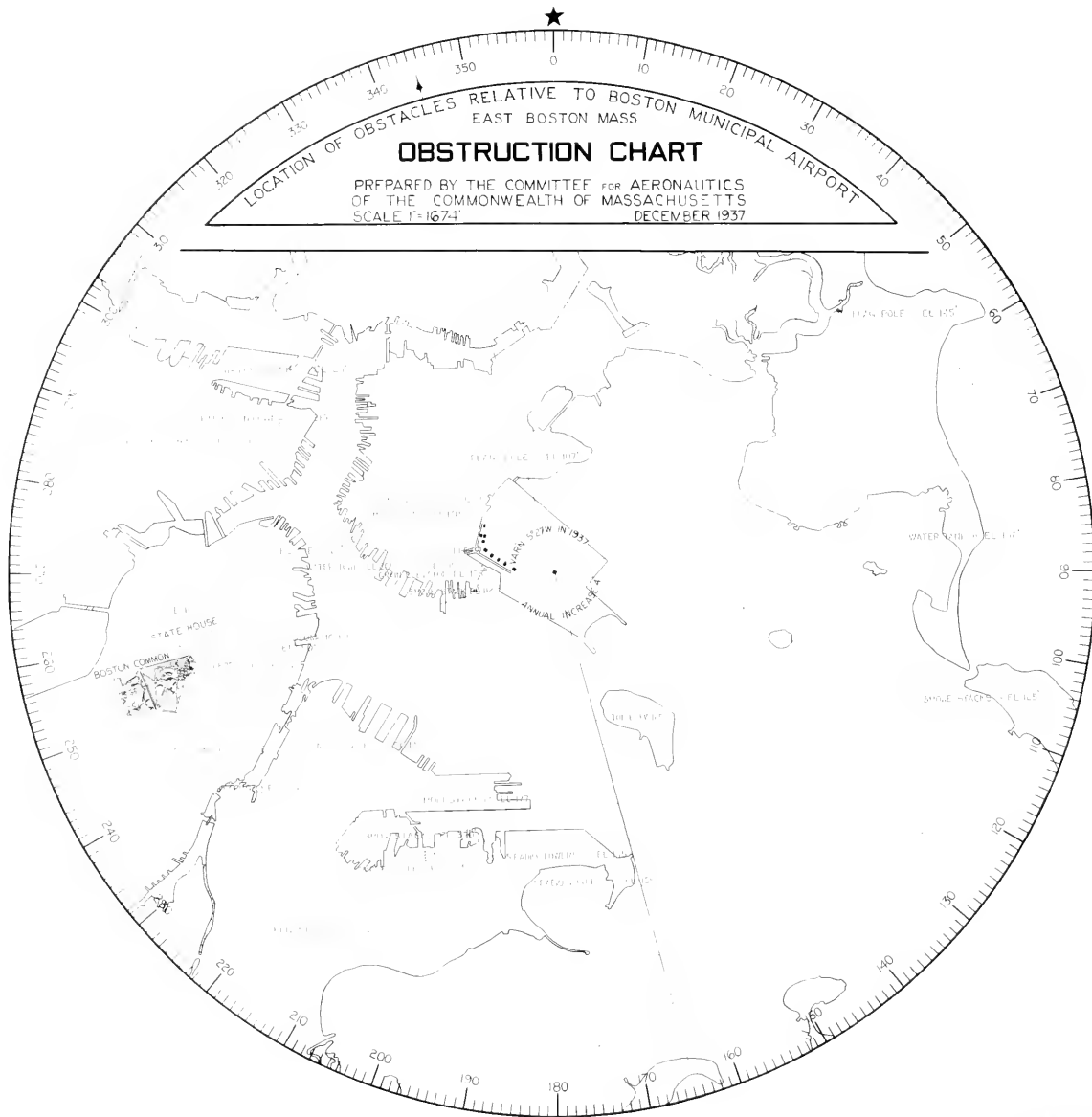
PART III
BOSTON MUNICIPAL AIRPORT

Obstructions Within a 20-1 Gliding Angle

The question of blind landings is a potential factor in the problem of airport development. Airports now in use may well be examined for their future adaptability to blind flight operations. The presence of obstacles, the topography of the airport surroundings in relation to prevailing winds during low visibility, are factors that should be studied and recorded for future reference.

With this in mind The Committee For Aeronautics has prepared a map showing the location of obstructions within a three mile radius of the Boston Municipal Airport. (Plate 22.) This map was made possible through information obtained by the personnel of the Committee's Project, who gathered the data with reference to height, distance and direction from the airport, of the obstacles as noted in red.

The Committee believes that the information supplied herein will serve to more thoroughly acquaint the pilots of aircraft using Boston Municipal Airport as a point of departure and arrival, as to the exact height and location of those obstructions which, under certain conditions, may become hazards to the safe operation of aircraft.



PART IV

AIRPORTS OF MASSACHUSETTS

There are at present 44 Airports within the Commonwealth, divided into the following classifications:-

Municipal	7
Commercial	28
Auxiliary	3
Private	2
Naval	1
National Guard	1
Coast Guard	1
Dept. of Commerce	<u>1</u>
Total	44

These Airports (excluding the Military, Naval and Coast Guard) were visited by the representatives of The Committee, and the data set forth in this section of the Report was obtained from the owners and operators of the individual airports. The information thus obtained was edited and condensed for convenience in presentation.

In drawing the airport plans a departure from the customary method was taken. It will be noted that in each drawing a portion of the airport area is inclosed by a heavy line, which denotes the present usable area of the field. The remaining area of the field, not inclosed by the heavy line, may be covered with brush, the terrain may be rough, or in other ways undesirable for the operation of aircraft.

The topography and property lines were established from plans obtained at the Office of the Aviation Section of the Registry of Motor Vehicles, and revised from data secured in the field. The boundaries of the usable area and the length and direction of runways were plotted from information obtained from the Airport owners and operators. The location maps are based on U. S. Geological Survey sheets.

BARNSTABLE, MASSACHUSETTS

1. NAME OF AIRPORT Hyannis Airport CLASS Municipal
 OWNER Town of Barnstable, Mass.
 LESSEE Alton B. Sherman, Hyannis, Mass.
 OPERATOR Hyannis Airport Corporation, Box 592, Hyannis, Mass.
2. LOCATION
 DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY
 1 mile North of Hyannis
 LANDMARKS Traffic circle at N.W. corner of field
 AIRLINE DISTANCE FROM CENTER OF CITY $\frac{1}{2}$ mile to Hyannis
 DISTANCE BY ROAD FROM POST OFFICE $1\frac{1}{2}$ miles to Hyannis Post Office
 NAME AND LOCATION OF ROAD TO NEAREST TOWN Mary Dunn Road borders airport on South and leads to Main Street, Hyannis
 LATITUDE $41^{\circ}40'00''$ LONGITUDE $70^{\circ}17'00''$
 ALTITUDE ABOVE SEA LEVEL 15 feet
3. DESCRIPTION
 SHAPE Triangular
 TOTAL AREA OF FIELD 109.5 Acres
 AREA AVAILABLE FOR LANDING AND TAKING-OFF 77.5 Acres
 TYPE OF SOIL Sandy GRADIENT Level
 NATURE OF SURFACE Sod
 IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No
 SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No
 IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION Town might be able to purchase about 20 acres to North and N.W.
4. DRAINAGE
 WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural
 IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Not in Spring
 DOES WATER STAND ON FIELD Yes, in spots
 IS FIELD SUBJECT TO PERIODIC FLOODING No
 IS FIELD USEABLE DURING THAWS Yes

5. SERVICE May to OctoberSERVICING---Day Yes Night Yes

REPAIRS Yes

REPAIR FACILITIES---Engine Minor repairs onlyAircraft Minor repairs only

GASOLINE Yes OCTANE RATING 80 and 87%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$2.50 per night and up.
\$30.00 to \$35.00 per month

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY Taxi and private car

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATION WNEH - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	29.3	38.2	42.5
RAINFALL AVERAGE, inches	46.03	16.75	16.99
TEMPERATURE, maximum	91.0	65.0	91.0
TEMPERATURE, minimum	-12.0	-12.0	41.0

REMARKS: Data obtained from the Cooperative Weather Station at State Teacher's College, Hyannis, and climatological reports of the U. S. Weather Bureau.
Climatological data taken over a 6 year period.
Wind data taken over a 5 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 2500 ft.

N. - S. 2600 ft.

N.W. - S.E. 2500 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 90' Metal hangar with concrete floor

13. ADMINISTRATION OR OTHER BUILDINGS

One Wooden Frame House	30'x 40'
One Wooden Building	20'x 20'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

30' Pole line along State highway on Southwest side
 Code beacon on hangar roof
 Buildings to South and East

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR Hyannis Airport

OTHER MARKINGS "Hyannis" in traffic circle

WIND DIRECTION INDICATOR 8' Sock ILLUMINATED Yes

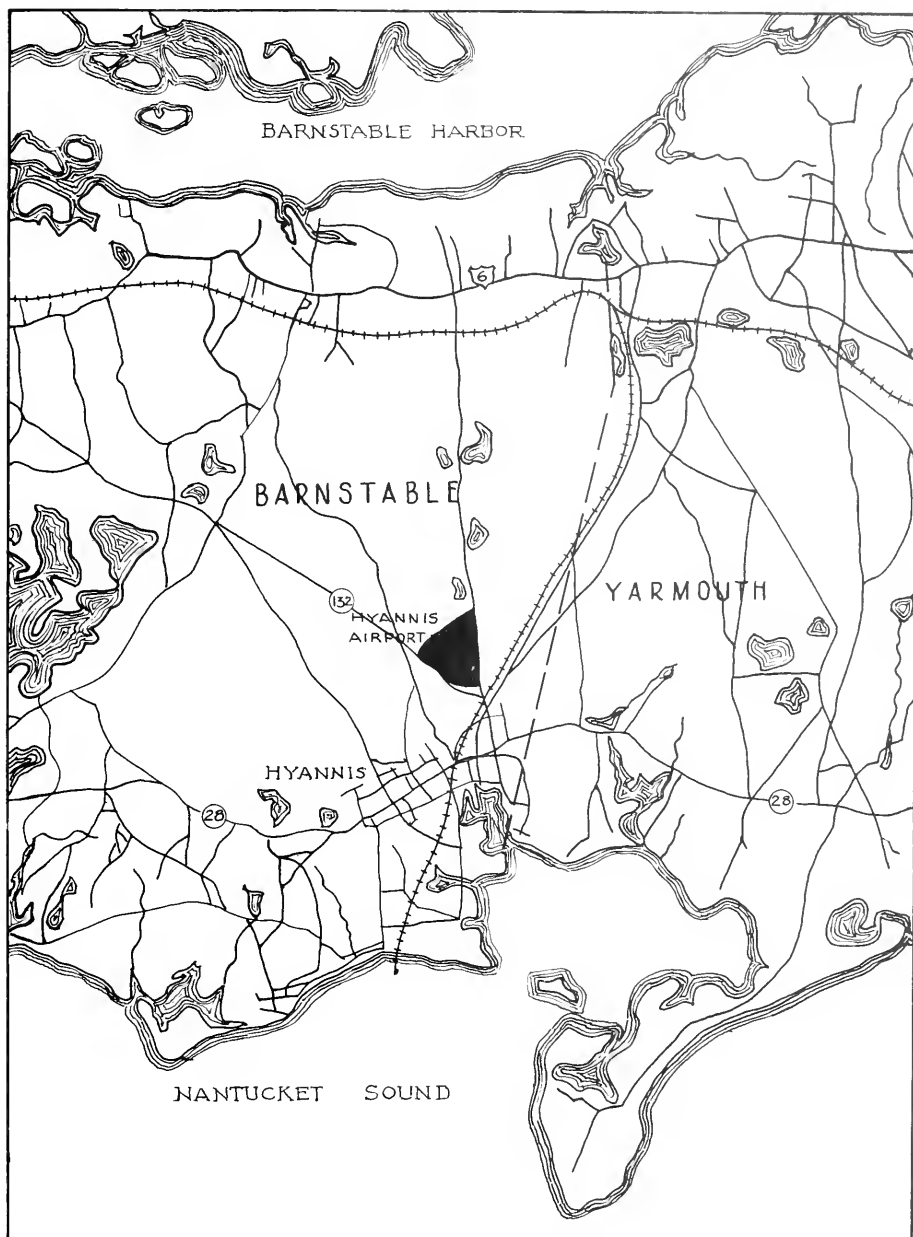
ARE OBSTRUCTIONS MARKED No

ARE OBSTRUCTIONS LIGHTED Red lights on poles to South and East

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

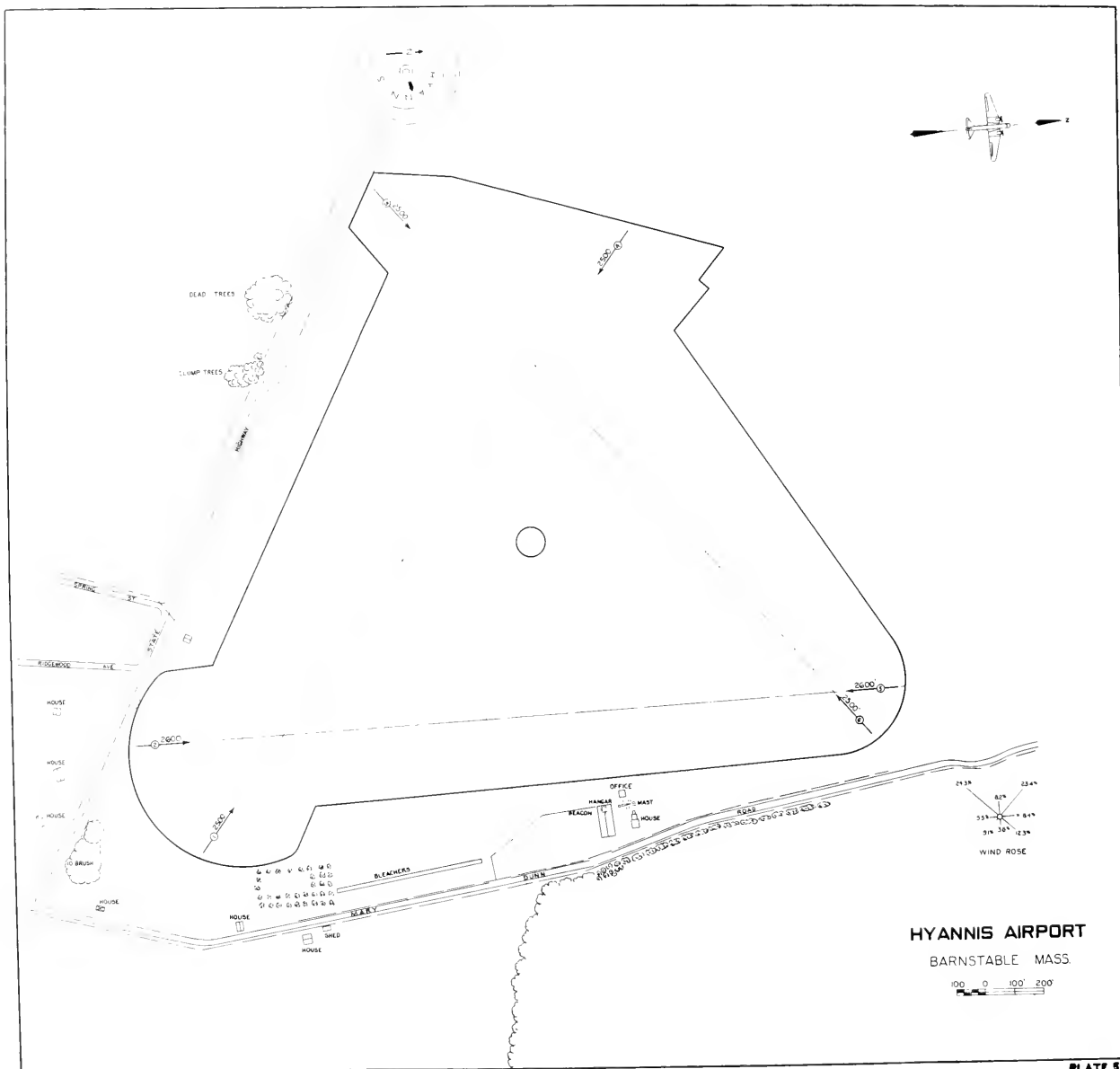
1500 Watt flashing beacon on hangar roof. Code H (....)
 One bank of floodlights.



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
HYANNIS AIRPORT
BARNSTABLE MASS





BEVERLY, MASSACHUSETTS

1. NAME OF AIRPORT Beverly Airport CLASS Municipal
 OWNER Mrs. Addie Swift, Cabot Street, Beverly, Mass.
 LESSEE City of Beverly
 OPERATOR Beverly Aero Club, Beverly, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $3\frac{1}{2}$ miles N.W.
 LANDMARKS Wenham Lake $1\frac{1}{2}$ miles N.E. Danvers State Hospital 3 miles West
 AIRLINE DISTANCE FROM CENTER OF CITY 3 miles
 DISTANCE BY ROAD FROM POST OFFICE $3\frac{1}{2}$ miles
 NAME AND LOCATION OF ROAD TO NEAREST TOWN $\frac{1}{2}$ mile dirt road from airport to Cabot Street to Beverly.
 LATITUDE $42^{\circ}34'00''$ LONGITUDE $70^{\circ}55'00''$
 ALTITUDE ABOVE SEA LEVEL 150 feet

3. DESCRIPTION

SHAPE Irregular
 TOTAL AREA OF FIELD 40 Acres
 AREA AVAILABLE FOR LANDING AND TAKING-OFF 28 Acres
 TYPE OF SOIL Loam with clay subsoil GRADIENT 1% W to E
 .75% N to S
 NATURE OF SURFACE Sod
 IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No
 SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No
 IS THIS PROPERTY ZONED No
 IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To the NE 125',
 SW 1375', NW 750', SE 850', E 150' and W 800'.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural, with stone drains
 and also some 8 inch tile pipe
 IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes
 DOES WATER STAND ON FIELD Yes, during heavy rain
 IS FIELD SUBJECT TO PERIODIC FLOODING No
 IS FIELD USEABLE DURING THAWS No

5. SERVICE

SERVICING--Day On call during day Night No

REPAIRS Yes, on call during day

REPAIR FACILITIES---Engine Minor only

Aircraft Minor only

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$1.50 per day and up

ADMINISTRATION BUILDING Small Office REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY Private car or taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WNAC - Boston - 1230 K.C.
WAAB - Boston - 1410 K.C.
WEEI - Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE Yes

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	S.E.
PREVAILING WIND PERCENTAGE	22.2	32.0	21.2
RAINFALL AVERAGE, inches	37.99		
TEMPERATURE, maximum	104.0	71.0	104.0
TEMPERATURE, minimum	-19.0	-19.0	31.0

REMARKS: Wind data obtained from Coast Guard Station #20- 17 miles N.E. of airport. Climatological data taken from reports of the U. S. Weather Bureau Station at Haverhill, Mass. Climatological data taken over an 8 year period. Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 1000'

N.W. - S.E. 1400'

E. - W. 1050'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 60' Metal hangar with cement floor

13. ADMINISTRATION OR OTHER BUILDINGS

One 20' x 12' Office and one 10' x 6' rest room

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

None

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Not in winter

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes, with 2' band

NAME PAINTED ON HANGAR "Beverly"

OTHER MARKINGS None

WIND DIRECTION INDICATOR Two 10' Cones ILLUMINATED One

ARE OBSTRUCTIONS MARKED No LIGHTED No

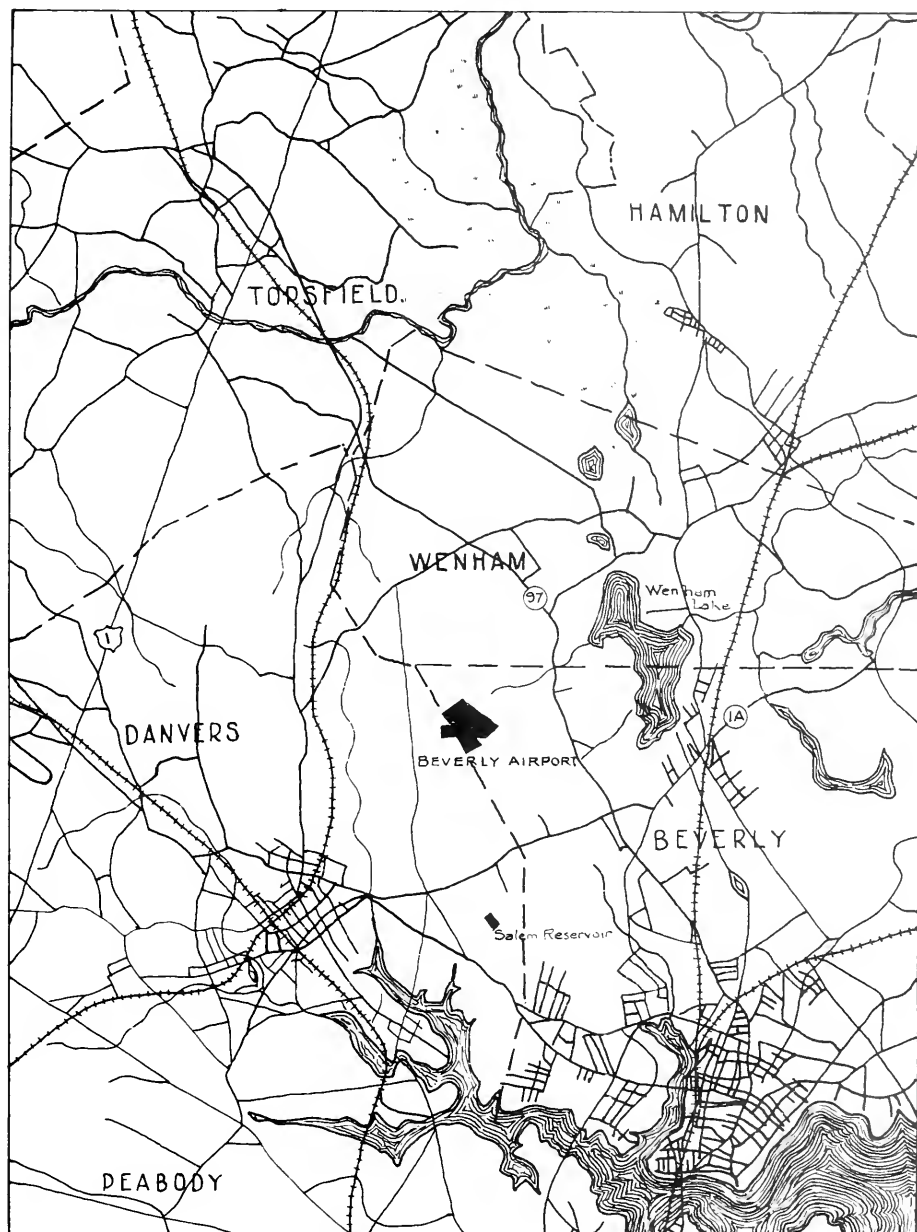
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

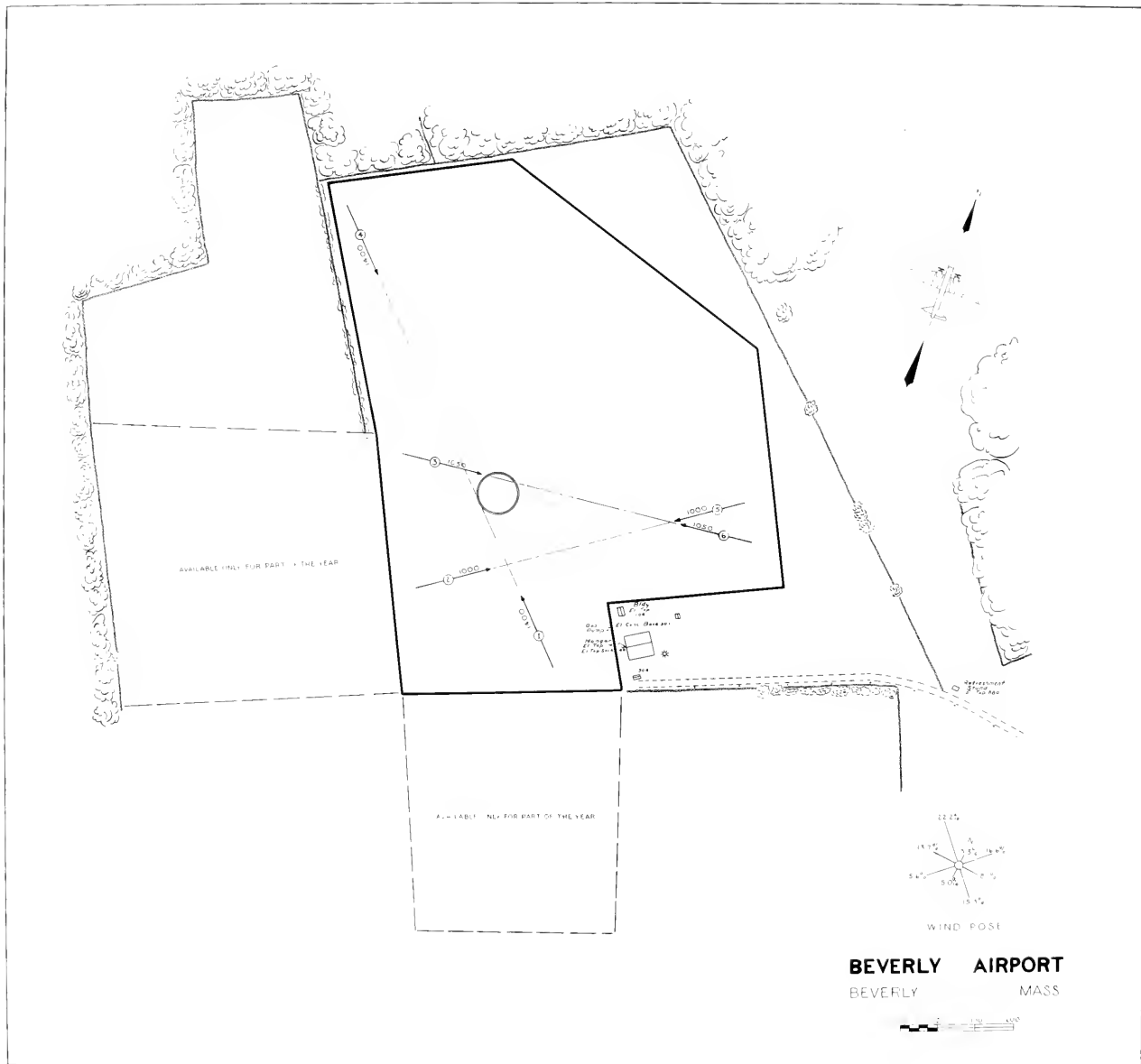
One 24" single end 500 watt rotating beacon in rear of hangar.

Code W (---)

No other lighting.



LOCATION MAP
BEVERLY AIRPORT
BEVERLY MASS.



BILLERICA AND TEWKSBURY, MASSACHUSETTS

1. NAME OF AIRPORT Lowell Airport CLASS Commercial
- OWNER Wamesit Power Company, 100 Whipple Street, Lowell, Mass.
- LESSEE None
- OPERATOR Creamer Flying Service, Lowell Airport, Lowell, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY

3 miles S.E. of Lowell

LANDMARKS Concord River on West boundary. B. & M. R.R. on East boundary. Consolidated Rendering Company on South boundary.

AIRLINE DISTANCE FROM CENTER OF CITY $2\frac{1}{2}$ miles to Lowell

DISTANCE BY ROAD FROM POST OFFICE 3 miles to Lowell Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Woburn Street to Lowell on East boundary

LATITUDE $42^{\circ}37'00''$ LONGITUDE $71^{\circ}18'00''$
 ALTITUDE ABOVE SEA LEVEL 100 feet

3. DESCRIPTION

SHAPE Rectangular DIMENSIONS E 1400', S 2000', W 1400', N 2000'

TOTAL AREA OF FIELD 65 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 20.7 Acres

TYPE OF SOIL Hard gravel and sand GRADIENT 1.5% N to S. and
 2.3% from center to S.E. and N.W.

NATURE OF SURFACE Wild grass and weeds

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED Yes

IN WHAT DIRECTION IS AREA AVAILABLE FOR EXPANSION None

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine No

Aircraft No

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES No storage

ADMINISTRATION BUILDING Office only REST ROOMS No

IS RAILROAD SIDING AT AIRPORT Yes, Boston & Maine Railroad

TRANSPORTATION TO CITY By taxi and bus RESTAURANT No

FIRST AID No FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WLLH - Lowell - 1370 K.C.
WLAW - Lawrence 680 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>	
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	27.0	32.8	21.8	23.0
RAINFALL AVERAGE, inches	41.93	15.11	14.26	
TEMPERATURE, maximum	98.0	69.0	98.0	
TEMPERATURE, minimum	-21.0	-21.0	32.0	

REMARKS: Data obtained from Proprietors of Locks and Canals,
Lowell, Mass., and climatological reports of the U. S.
Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 11 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1100 ft.

N.E. - S.W. 800 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 40' x 40' Metal hangar - cinder floor - unheated.
 Hangar door 40' x 12'

13. ADMINISTRATION OR OTHER BUILDINGS

Lean-to office on end of factory building. 25' x 14' x 10' Wood

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Water tower on hill, West side of river.
 Factory with 135' water tower on North edge of field
 Factory with 125' water tower on South edge of field

Ground hazards. Boston & Maine Railroad tracks on East edge of field. 20' Drop to river on West edge of field with convectional currents.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Yes, except in winter. Local ships use skis.

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR No

OTHER MARKINGS "Lowell Airport" on factory water tower

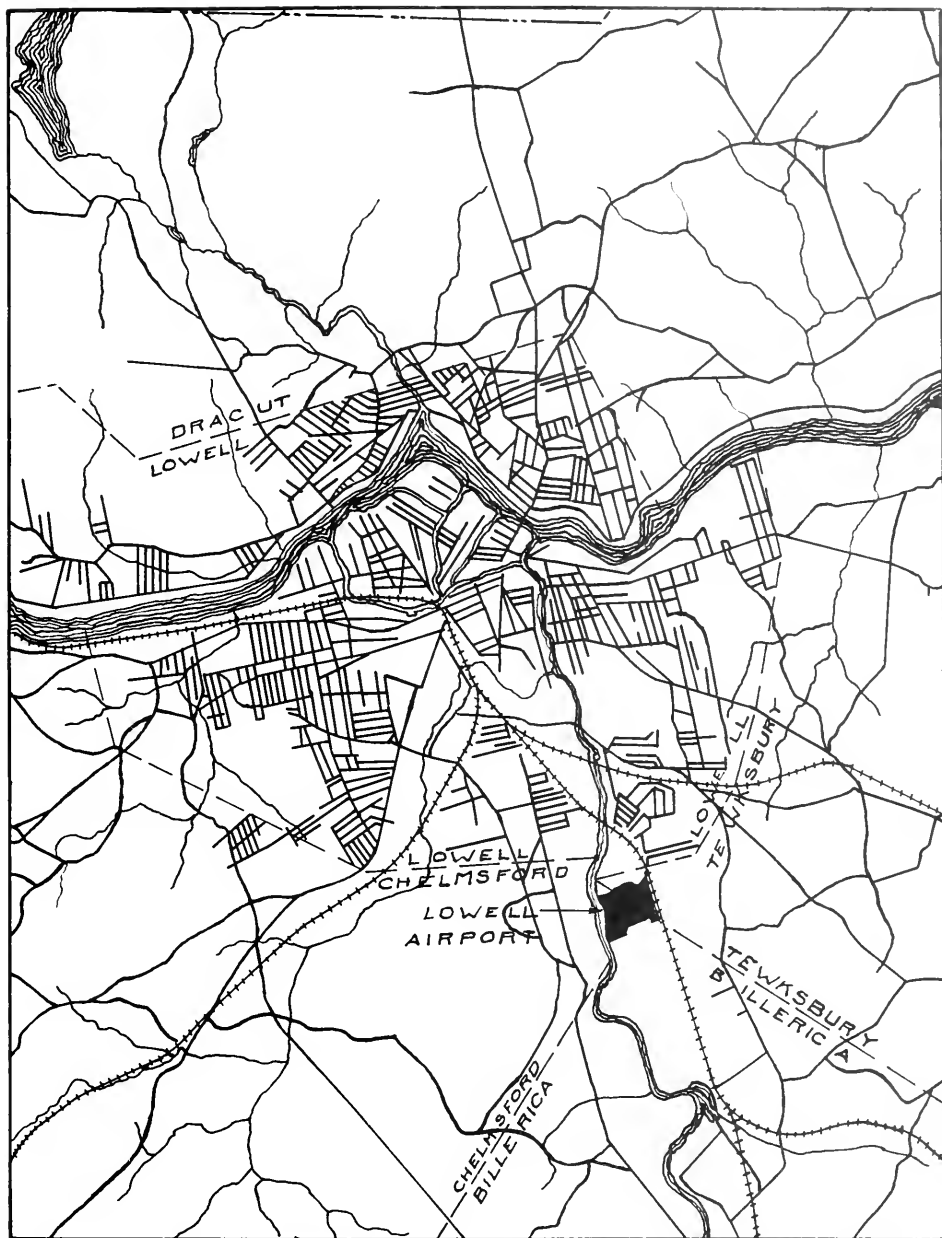
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

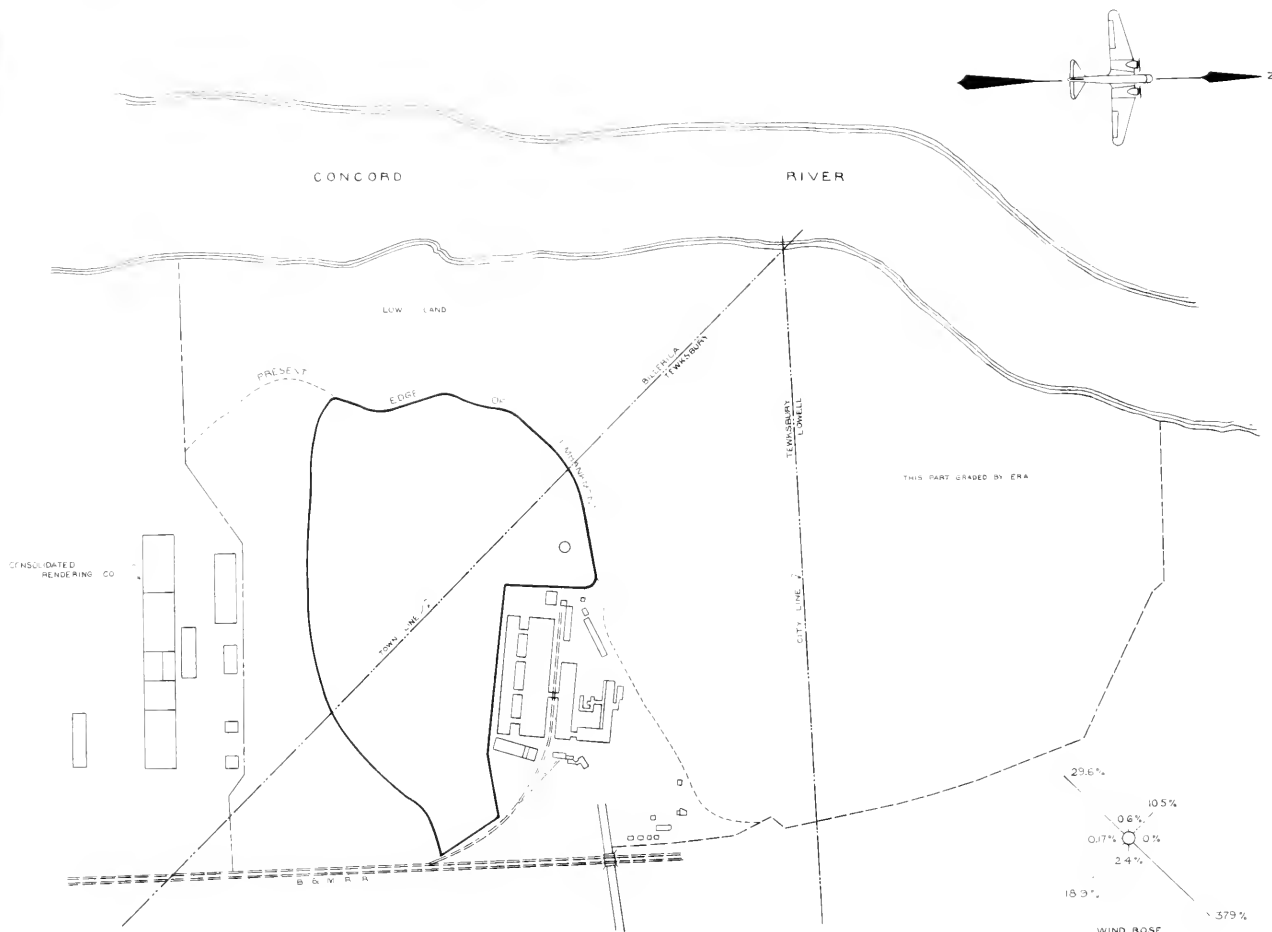
None



LOCATION MAP
LOWELL AIRPORT
TEWKSBURY-BILLERICA, MASS.

PLATE 55





LOWELL AIRPORT LOWELL, MASS.



BOSTON, MASSACHUSETTS

1. NAME OF AIRPORT Boston Municipal Airport CLASS Municipal
- OWNER Commonwealth of Massachusetts
- LESSEE Park Department, City of Boston, Massachusetts
- OPERATOR Park Department, City of Boston, Massachusetts

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $2\frac{1}{2}$ miles East of Boston, in East Boston

LANDMARKS Airport lies between Governor's Island and East Boston

AIRLINE DISTANCE FROM CENTER OF CITY $1\frac{1}{2}$ miles East of Boston

DISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{2}$ miles from Boston Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Maverick Street from Administration Building to Summer Tunnel to Boston

LATITUDE $42^{\circ}22'00''$ LONGITUDE $71^{\circ}01'40''$

ALTITUDE ABOVE SEA LEVEL 12 feet

3. DESCRIPTION

SHAPE Rectangle DIMENSIONS 2800' x 3800'

TOTAL AREA OF FIELD 250 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 206 Acres

TYPE OF SOIL Fill GRADIENT Level

NATURE OF SURFACE Cinders and some concrete

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Yes, fence and bulkheads

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION Land can be made by more fill to N.E., E., S., S.E. and S.W.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Artificial

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day Yes Night Yes

REPAIRS Yes

REPAIR FACILITIES---Engine Yes

Aircraft Yes

GASOLINE Yes OCTANE RATING 80, 82 and 90%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES \$1.00 per foot of wing span per month or
\$0.10 per foot per day.

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT Yes

IS RAILROAD SIDING AT AIRPORT No, it is one mile from airport

TRANSPORTATION TO CITY Taxi, airline limousine, street railway
or ferry.

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO Yes, WAPB 278 K.C., 8 A.M. to Midnight. WSX 263 K.C. 24 hrs

NEAREST RADIO BROADCASTING STATIONS WBZ - Boston - 990 K.C.
WEEI - Boston - 590 K.C.
WNAC - Boston 1230 K.C.

ARE WEATHER REPORTS AVAILABLE Yes

AIRWAY TELETYPE Yes VISUAL TRAFFIC CONTROL Yes

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W. N.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	16.0 16.7	22.0	18.0
RAINFALL AVERAGE, inches	39.52	13.89	13.45
TEMPERATURE, maximum	103.0	80.0	103.0
TEMPERATURE, minimum	-18.0	-18.0	40.0

REMARKS: Data obtained from office of the U. S. Weather Bureau, Boston Municipal Airport, East Boston, Mass., and climatological reports of U. S. Weather Bureau, Boston. Climatological data taken over a 13 year period. Wind data taken over a 7 year period.

8. LANDING STRIPS

See Paragraph 9.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 3600 ft.
N. - S. 3200 ft.
N.E. - S.W. 2600 ft.
E. - W. 3000 ft.

10. RUNWAYS

See Paragraph 9.

11. APRONS AND TAXIWAYS

Eight Concrete Take-Off Strips, each approximately 90' x 500' and a Concrete Apron approximately 350' wide in front of all buildings, designed for 40 ton load.

12. HANGARS

The following buildings are brick and steel, with concrete floor:

Inter-City Airlines	100' x 120'	Shobe Airlines	100' x 150'
National Airways	85' x 200'	American Airlines	120' x 150'
U. S. Army	80' x 120'	U. S. Army	100' x 120'
Mass. Nat. Guard	130' x 175'		

13. ADMINISTRATION OR OTHER BUILDINGS

Inter-City Airlines Repair Shop 100' x 140' Brick and steel, with concrete floor.

Administration Building 160' x 90' Brick and steel.

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

	Height	Distance	Direction
Custom House Tower, Boston	505'	9580'	S.S.W.
Grain Elevator, B&A RR, E. Boston	195'	4353'	N.W.
Water Tank, B&A RR, E. Boston	261'	5320'	N.W.
Steeple-Church, Summer St., E. Boston	157'	4040'	N.W.
Flag Pole, M. J. Brophy Park, E. Boston	168'	3920'	N.W.
Stack, Boat Yard, E. Boston	112'	2600'	W.
Trees, Wood Island, E. Boston	105'	3600'	N.N.W.
Flag Pole, Wood Island, E. Boston	107'	3800'	N.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR "Boston M" on roof of American Airways hangar, illuminated at night.

OTHER MARKINGS "Mass. N. G." on roof of National Guard hangar.
"Army" on roof of the U. S. Army hangar.

WIND DIRECTION INDICATOR Smoke pot in center of airport, tee and cone, illuminated.

ARE OBSTRUCTIONS MARKED Yes LIGHTED Yes

ARE LANDING STRIPS OR RUNWAYS LIGHTED Yes, entire field is flood-lighted.

17. LIGHTING

Single end 24" 1000 watt rotating beam-code D (---). 40 Plain boundary lights. Ceiling projector. Landing floodlights.

18. DESCRIPTION OF SEAPLANE OR AMPHIBIAN BASE OR ANCHORAGE

NAME OF SEAPLANE OR AMPHIBIAN BASE Boston Municipal Airport

DISTANCE AND DIRECTION TO NEAREST CITY 1 mile East of Boston

BODY OF WATER IN WHICH LOCATED Boston Harbor

LANDING AND TAKE-OFF AREA Harbor Channel

DEPTH OF WATER-HIGH TIDE 20 feet LOW TIDE 12 feet

CURRENT Tide

OBSTRUCTIONS-IF AN HOW MARKED Not marked

WIND Same as airport ICE PERIOD Jan. and Feb.

FOG PERIOD Same as airport

PERIOD BASE AVAILABLE FOR USE May through December under ordinary conditions

FACILITIES:

RAMP Yes HAULING OUT EQUIPMENT Yes

BEACH No MOORING BUOYS, IF AND HOW MARKED Yes, not marked

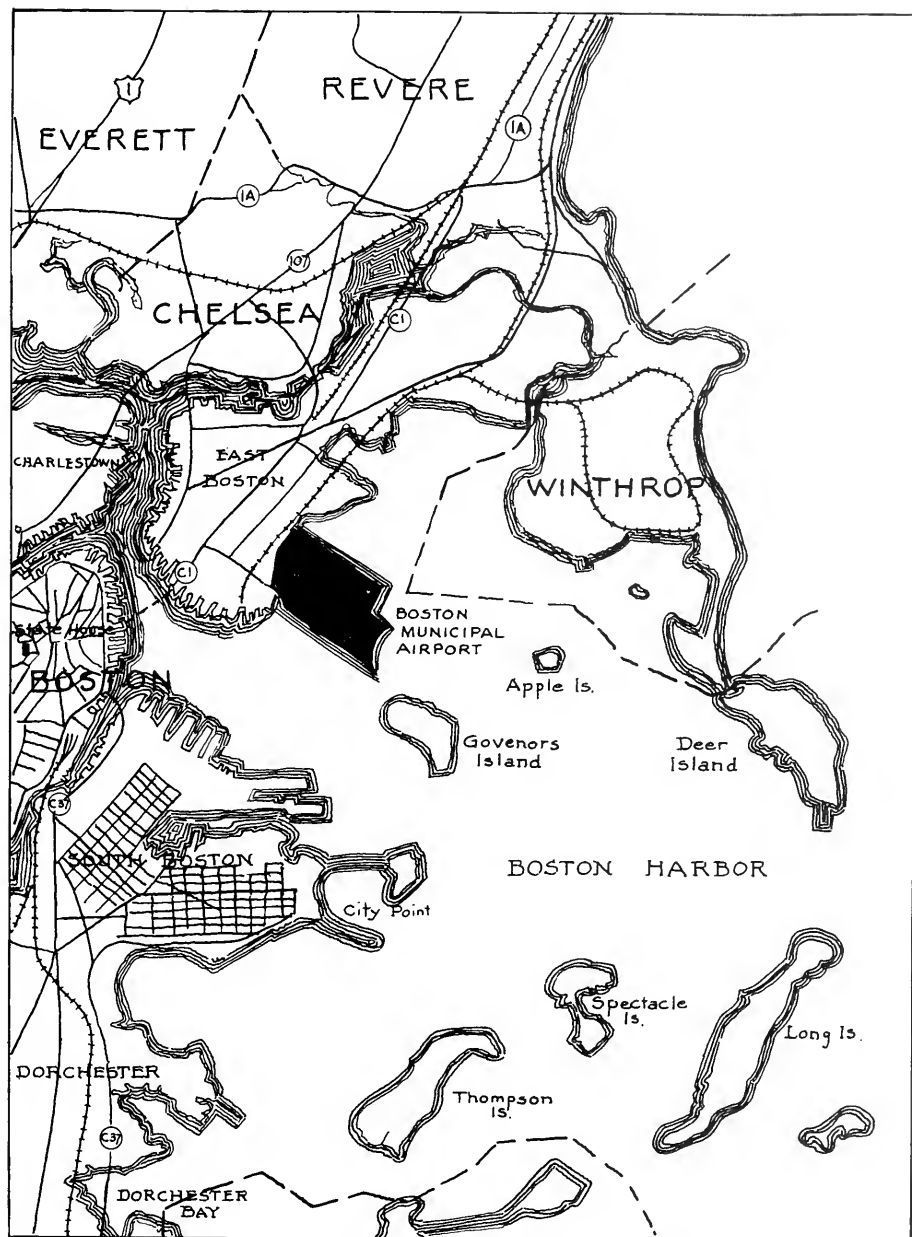
LIGHTS No

SERVICING AFFORDED: Same as airport

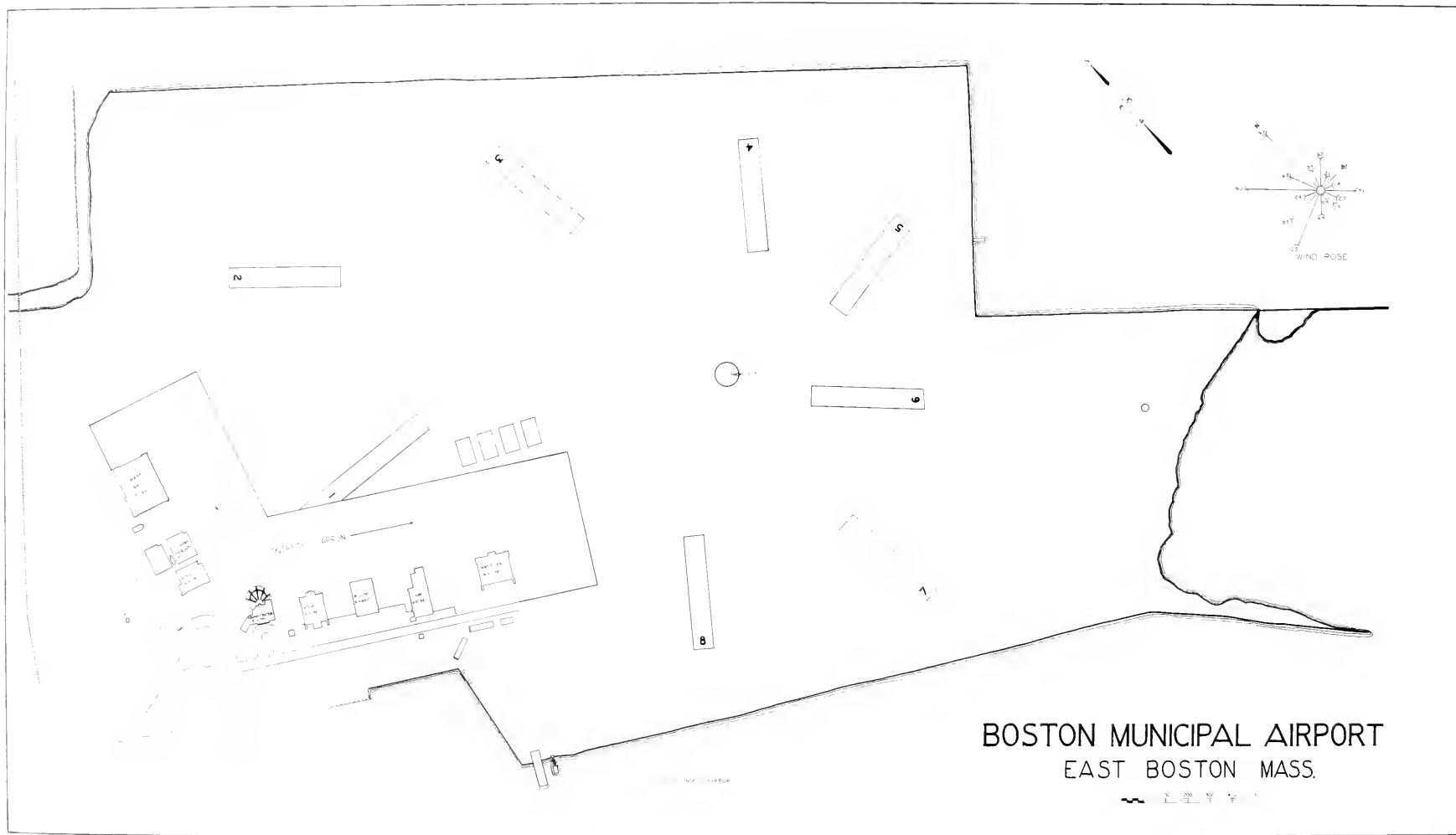
FUEL AT WHARF No RAMP Yes BY BOAT Yes, possible

COMMUNICATION SYSTEM: Same as airport

RADIO Yes TELEPHONE Yes



LOCATION MAP
 BOSTON MUNICIPAL AIRPORT
 BOSTON MASS



5. SERVICE

SERVICING--Day Yes Night No

REPAIRS Days only

REPAIR FACILITIES---Engine Major and minor

Aircraft None

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE None

HANGAR STORAGE CHARGES \$1.00 per night. \$10.00 to \$15.00 per mo.

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus or taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION No

RADIO No

NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.
 WNAC - Boston - 1230 K.C.
 WEEI - Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>		<u>Winter</u>		<u>Summer</u>
	W.	N.W.	W.	N.W.	S.W.
PREVAILING WIND DIRECTION	W.	N.W.	W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	22.2	21.2	27.5	27.2	22.5
RAINFALL AVERAGE, inches	40.85		13.19		13.23
TEMPERATURE, maximum	104.0		71.0		104.0
TEMPERATURE, minimum	-19.0		-19.0		32.0

REMARKS: Data obtained from office of City Engineer, Brookton, and climatological reports of Cooperative Weather Bureau Station at Blue Hill.

Climatological data taken over a 13 year period.

Wind data taken over a 11 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None

10. RUNWAYS

N. - S. 1300' x 100'
E. - W. 1450' x 100'

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 60' Metal hangar - dirt floor - unheated
Hangar door 60' x 12'

13. ADMINISTRATION AND OTHER BUILDINGS

Office building 22' x 14' x 15' Wooden construction

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

40' Pole line to West of airport
22' Pole line to East of airport

Ground hazard, slope at extreme Westerly border, gradient 5.0%

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIME Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Brockton" on roof

OTHER MARKINGS None

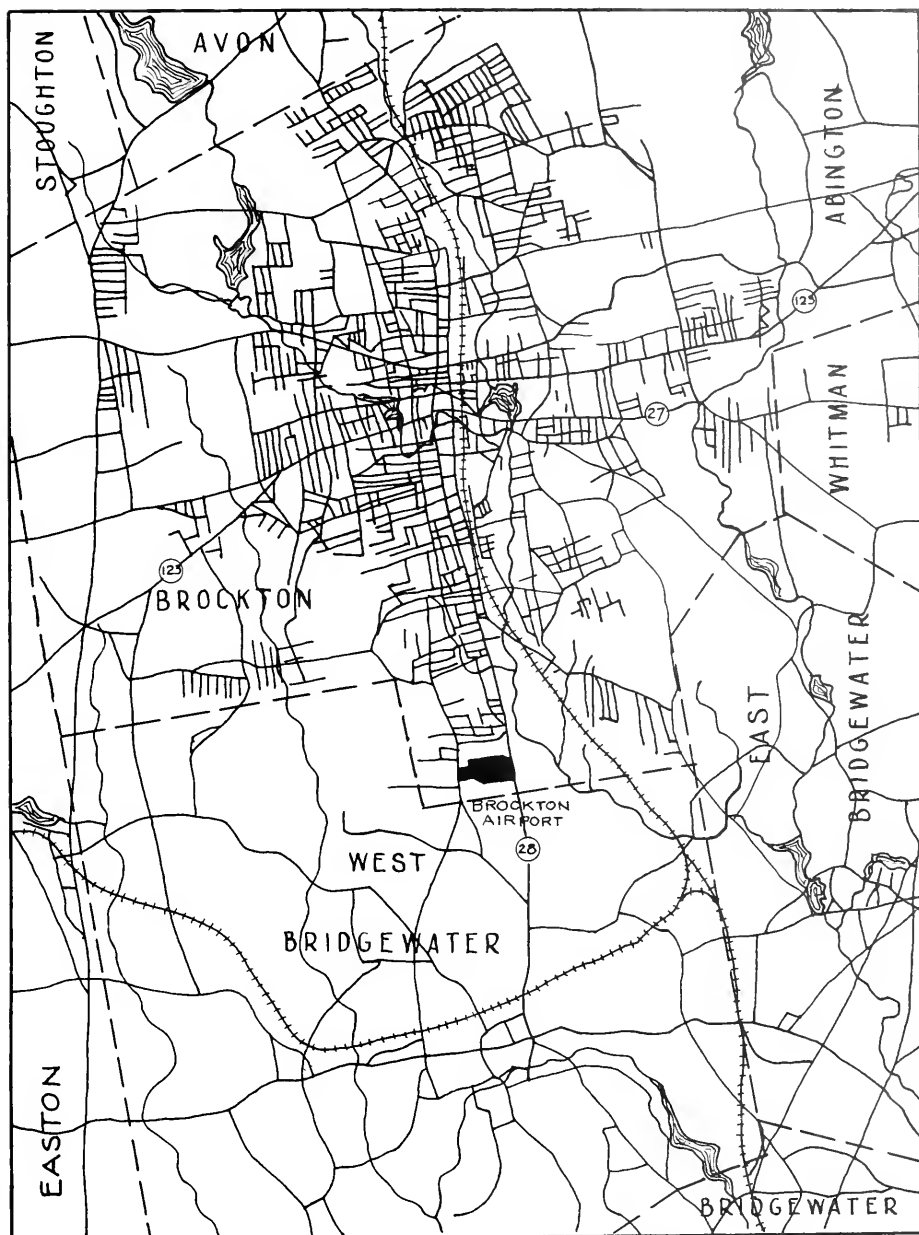
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP

BROCKTON AIRPORT

BROCKTON MASS

PLATE 27



BROCKTON AIRPORT **BROCKTON, MASS**



CANTON, MASSACHUSETTS

1. NAME OF AIRPORT Boston-Metropolitan CLASS Commercial
 OWNER Boston-Metropolitan Airport Corp., Norwood, Mass.
 LESSEE E. W. Wiggins Airways, Inc., East Boston, Mass.
 OPERATOR E. W. Wiggins Airways, Inc., Joseph Garside, 180 Chapman
 Street, Canton, Mass.

2. LOCATION
 DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $2\frac{1}{2}$ miles S.E.
 of Norwood Town Hall and 2 miles N.W. of Canton
 LANDMARKS Adjacent to Neponset River
 AIRLINE DISTANCE FROM CENTER OF CITY 2 miles S.E. of Norwood ,
 $1\frac{1}{2}$ miles N.W. of Canton
 DISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{4}$ miles from Norwood Post Office
 NAME AND LOCATION OF ROAD TO NEAREST TOWN Neponset Street connect-
 ing Route #1, Boston to Providence
 LATITUDE $42^{\circ}10'20''$ LONGITUDE $71^{\circ}09'18''$
 ALTITUDE ABOVE SEA LEVEL 51 feet

3. DESCRIPTION
 SHAPE Irregular
 TOTAL AREA OF FIELD 127 Acres
 AREA AVAILABLE FOR LANDING AND TAKING-OFF 27 Acres
 TYPE OF SOIL Gravel and loam GRADIENT Level
 NATURE OF SURFACE Gravel with grass binder
 IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No
 SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes
 IS THIS PROPERTY ZONED Yes, except a strip of 1 mile along
 Neponset Street.
 IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To N, NW, NE,
 and E.

4. DRAINAGE
 WHAT TYPE IS PRESENT DRAINAGE SYSTEM Tile drains, ditches and dyke
 IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes
 DOES WATER STAND ON FIELD Yes
 IS FIELD SUBJECT TO PERIODIC FLOODING Yes
 IS FIELD USEABLE DURING THAWS Yes, except in extreme thaws.

5. SERVICE

SERVICING---Day Yes Night No

REPAIRS Major repairs during day only

REPAIR FACILITIES---Engine Yes

Aircraft Yes

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES \$1.50 per night and up.
\$15.00 per month and up.

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.
WNAC - Boston - 1230 K.C.
WEEI - Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>		<u>Winter</u>		<u>Summer</u>
	W.	N.W.	W.	N.W.	S.W.
PREVAILING WIND DIRECTION					
PREVAILING WIND PERCENTAGE	<u>22.2</u>	<u>21.7</u>	<u>27.5</u>	<u>27.2</u>	<u>22.5</u>
RAINFALL AVERAGE, inches	<u>48.02</u>		<u>16.66</u>		<u>16.75</u>
TEMPERATURE, maximum	<u>99.0</u>		<u>71.0</u>		<u>99.0</u>
TEMPERATURE, minimum	<u>-21.0</u>		<u>-21.0</u>		<u>35.0</u>

REMARKS: Data obtained from records at Blue Hills Observatory and U. S. Weather Bureau, Boston.

Climatological data compiled over a 13 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None

10. RUNWAYS

N-S 200' wide, 1600' long. E-W 200' wide, 1300' long
 NE-SW 200' wide, 1350' long. NW-SE 500' wide, 2100' long
 All gravel runways

11. APRONS AND TAXIWAYS

Area of gravel apron in front of hangars, 1050 square yards

12. HANGARS

One Hangar 70' x 70' Corrugated Iron Steel Frame
 One Hangar 80' x 90' Corrugated Iron Steel Frame

Wooden lean-to attached to each hangar as a wing
 and motor repair shop

13. ADMINISTRATION OR OTHER BUILDINGS

One Wooden Frame Administration Building 25' x 35'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

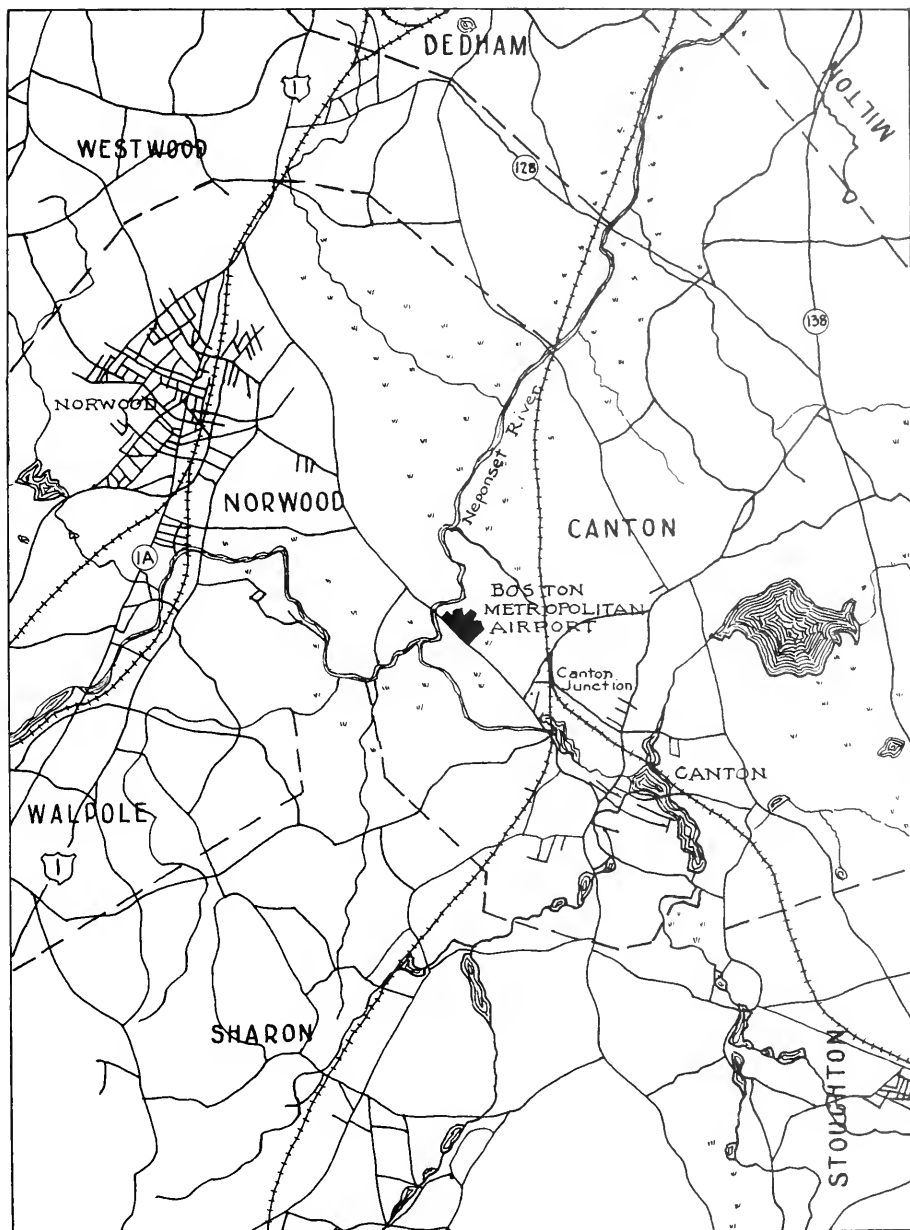
Electric light and telephone lines West on Neponset Street
 Tree at N.W. end of NW-SE runway 45' high
 150' Hill and house approximately 2000' E and SE of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

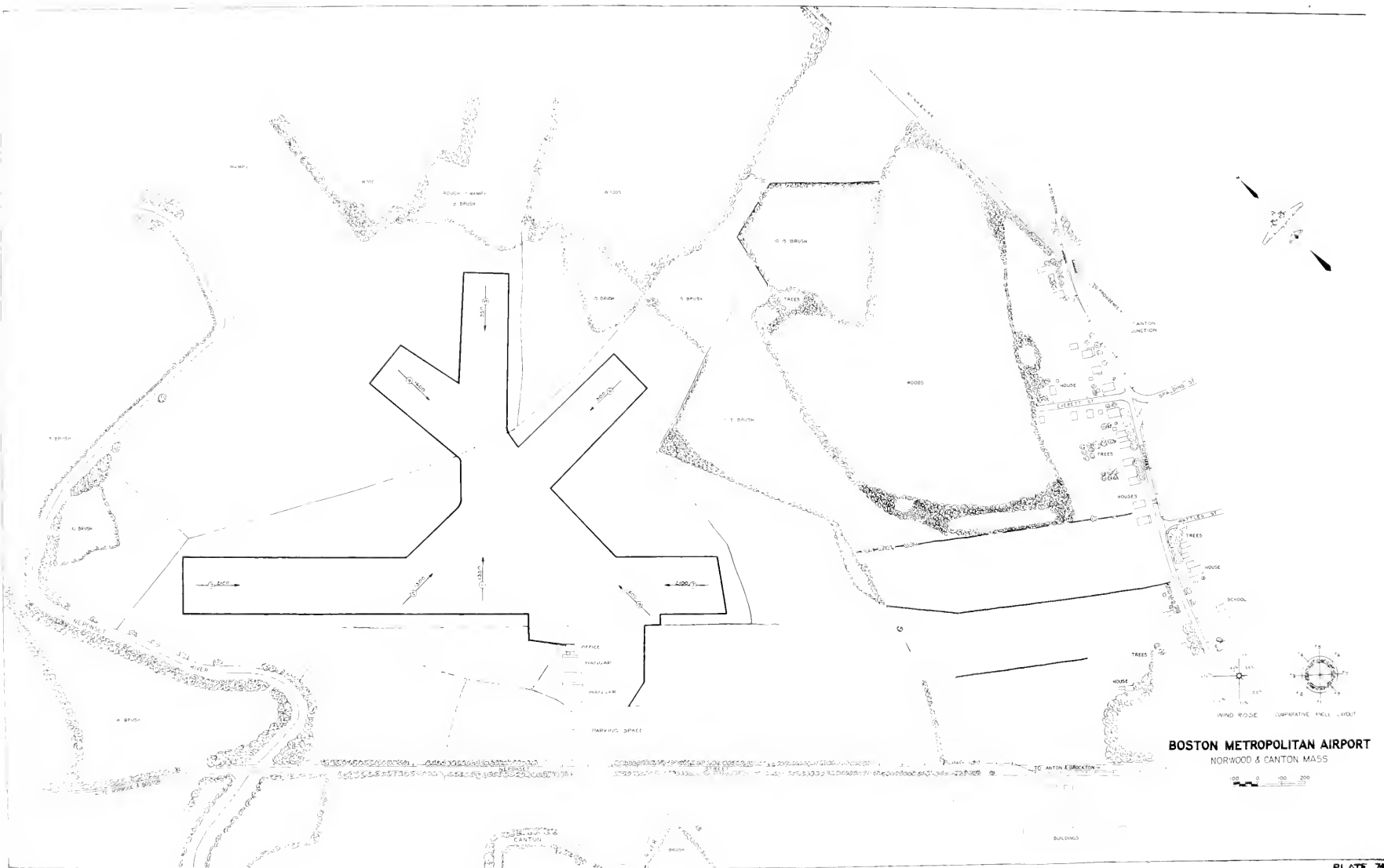
STANDARD CIRCLE	No		
NAME PAINTED ON HANGAR	Norwood-Canton & M.A.T.A.	on roof	
OTHER MARKINGS	None		
WIND DIRECTION INDICATOR	6' Wind Sock	ILLUMINATED	No
ARE OBSTRUCTIONS MARKED	No	LIGHTED	No
ARE LANDING STRIPS OR RUNWAYS LIGHTED	No		

17. LIGHTING

None



LOCATION MAP
BOSTON METROPOLITAN AIRPORT
CANTON MASS



BOSTON METROPOLITAN AIRPORT
NORWOOD & CANTON, MASS.

OPERATOR Katama Airport, Inc., Edgartown, Mass.

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine No

Aircraft No

GASOLINE Available in town OCTANE RATING 80%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$1.50 to \$2.00 for 24 hour period

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi

FIRST AID No FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WNEH - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, from Boston or Newark

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	W.	S.W.
PREVAILING WIND PERCENTAGE	<u>23.50</u>	<u>24.8</u>	<u>30.5</u>
RAINFALL AVERAGE, inches	<u>43.17</u>	<u>15.10</u>	<u>13.05</u>
TEMPERATURE, maximum	<u>92.0</u>	<u>68.0</u>	<u>92.0</u>
TEMPERATURE, minimum	<u>-6.0</u>	<u>-6.0</u>	<u>47.0</u>

REMARKS: Data obtained from U. S. Weather Bureau Station at Nantucket.

Climatological data taken over a period of 80 years.

Wind data taken over a period of 10 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 2000 ft.

N.E. - S.W. 1500 ft.

E. - W. 1500 ft.

N.W. - S.E. 1500 ft.

As determined from wind rose for Nobadeer, Nantucket.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

Two 50' x 50' combination wood and metal hangars with dirt floors. Unheated. Hangar doors 48' x 12'

13. ADMINISTRATION OR OTHER BUILDINGS

One wooden utility building 15' x 12' x 10'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

30' Telephone pole line at N. E. edge of field
Ground hazard, a depression at S. W. end of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Curtiss-Wright"

OTHER MARKINGS None

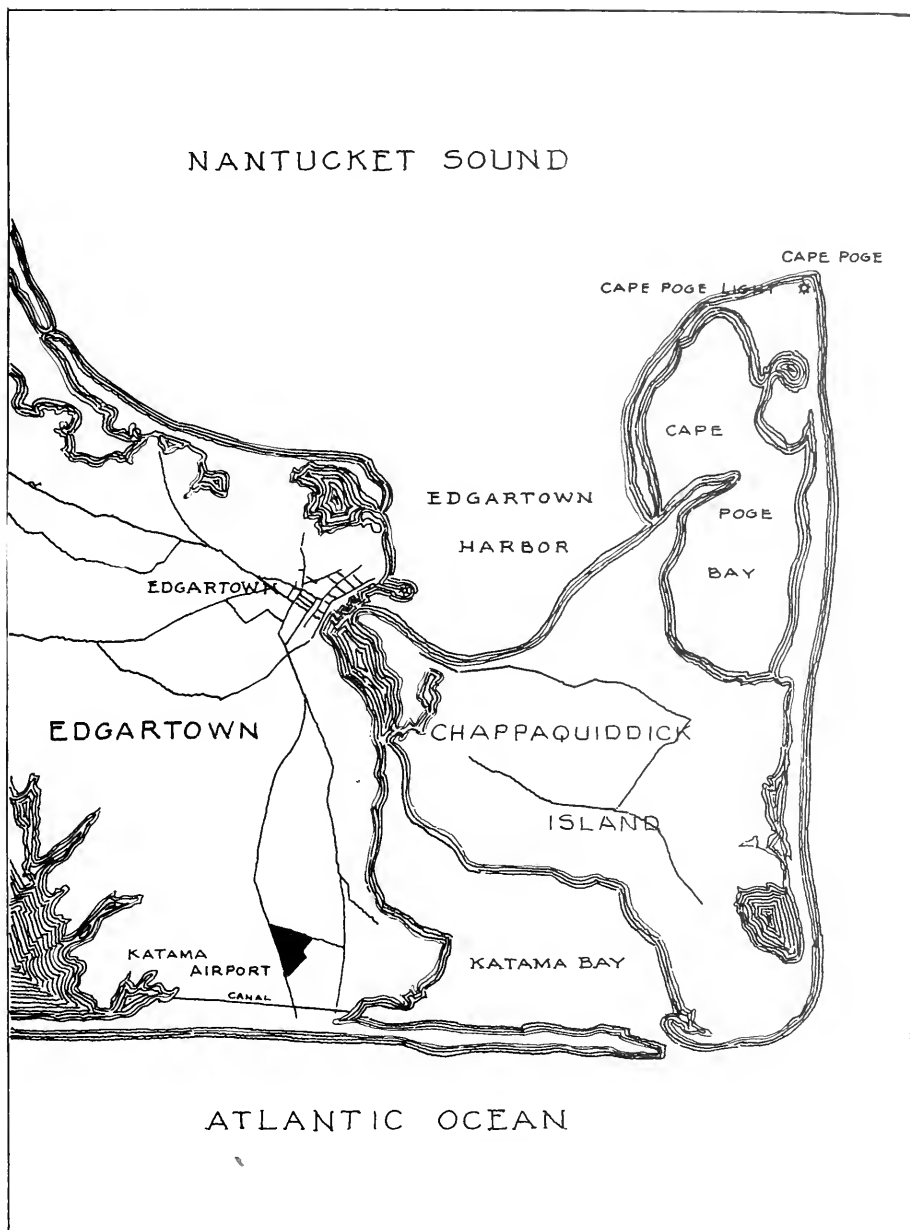
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

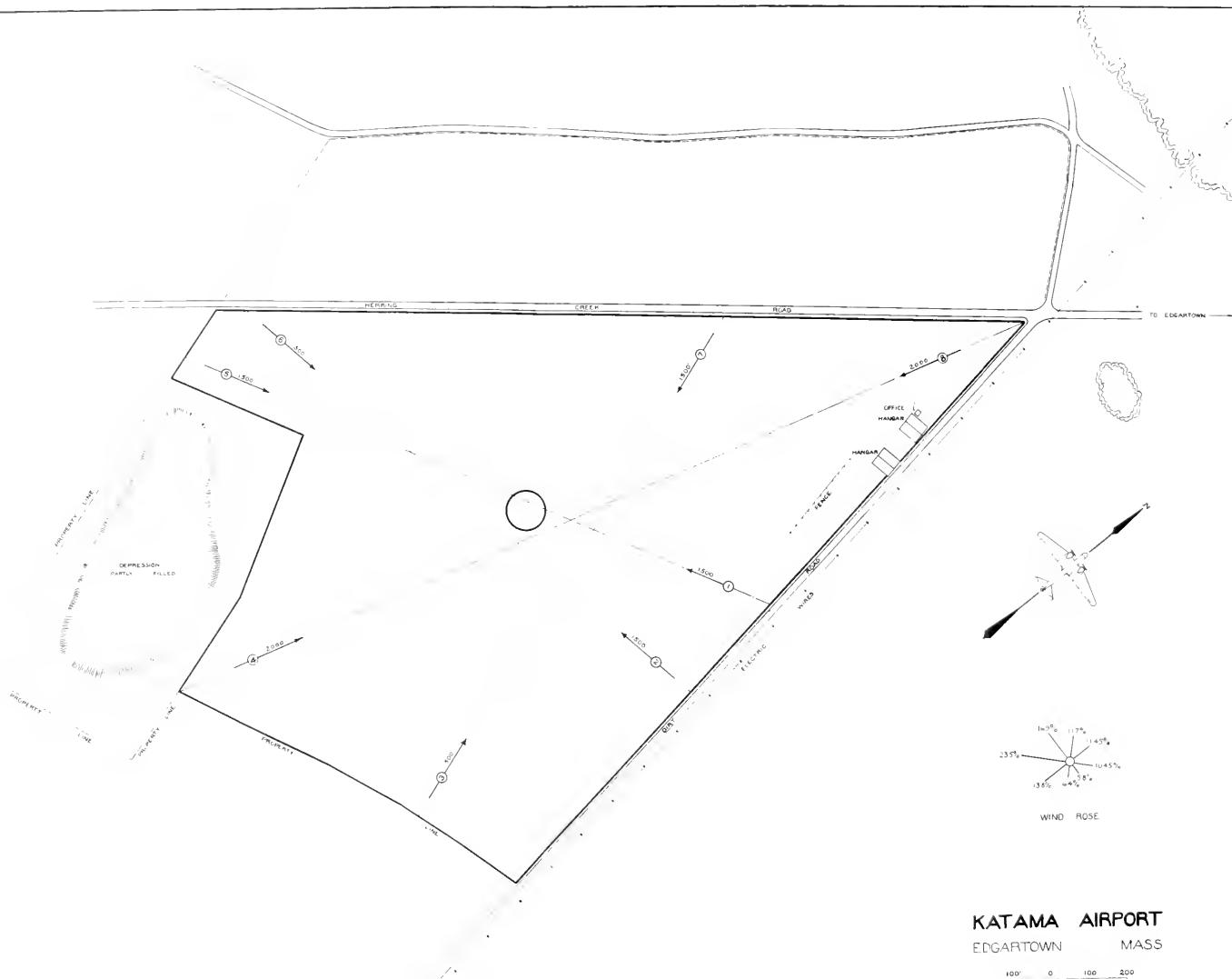
17. LIGHTING

None



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
KATAMA AIRPORT
EDGARTOWN MASS.



FALMOUTH, MASSACHUSETTS

1. NAME OF AIRPORT Falmouth Airport CLASS Municipal
 OWNER Coonamassett Ranch Company, Falmouth, Mass.
 LESSEE Town of Falmouth, Mass.
 OPERATOR Cape Cod Seaplanes, Inc., Falmouth, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 12 miles N.E.

LANDMARKS National Guard Field 2 miles N.E. An orange and
 black watertower 1.5 miles N.E. A black watertower
 .5 mile South. Coonamassett Lake 1 mile South.

AIRLINE DISTANCE FROM CENTER OF CITY 6.75 miles to Falmouth

DISTANCE BY ROAD FROM POST OFFICE 4 miles to North Falmouth
 Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN

Hatchville Road to Route #28 to Falmouth or Bourne

LATITUDE 41°37'36" LONGITUDE 70°32'35"

ALTITUDE ABOVE SEA LEVEL 100 feet

3. DESCRIPTION

SHAPE Rectangular DIMENSIONS 1800' x 3000'

TOTAL AREA OF FIELD 56 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 40.7 Acres

TYPE OF SOIL Sand and loam GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION

West, North and East as needed

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural. Ditches on North
 and N. E. sides

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICESERVICING---Day Yes, April to December only Night On call

REPAIRS Yes

REPAIR FACILITIES---Engine YesAircraft Yes

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE For minor repairs only

HANGAR STORAGE CHARGES \$2.00 and up

ADMINISTRATION BUILDING No REST ROOMS Yes RESTAURANT Yes

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By private automobile

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO Receiving set only

NEAREST BROADCASTING STATIONS WNEH - New Bedford - 1310 K.C.

WSAR - Fall River - 1450 K.C.

ARE WEATHER REPORTS AVAILABLE By radio and telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	29.3	38.2	42.5
RAINFALL AVERAGE, inches	46.03	16.75	16.99
TEMPERATURE, maximum	91.0	65.0	91.0
TEMPERATURE, minimum	-12.0	-12.0	41.0

REMARKS: Data obtained from records of the U. S. Weather Bureau Station at Hyannis and climatological reports of the U. S. Weather Bureau.

Climatological data taken over a 6 year period.

Wind data taken over a 5 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 1700'

N.W. - S.E. 1500'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 100' Hangar of corrugated iron construction with truss roof and dirt floor in good condition. Unheated.

13. ADMINISTRATION OR OTHER BUILDINGS

One 20' x 20' Repair shop of wooden construction in fair condition.

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

None

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Falmouth, Mass."

OTHER MARKINGS None

WIND DIRECTION INDICATOR 12' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

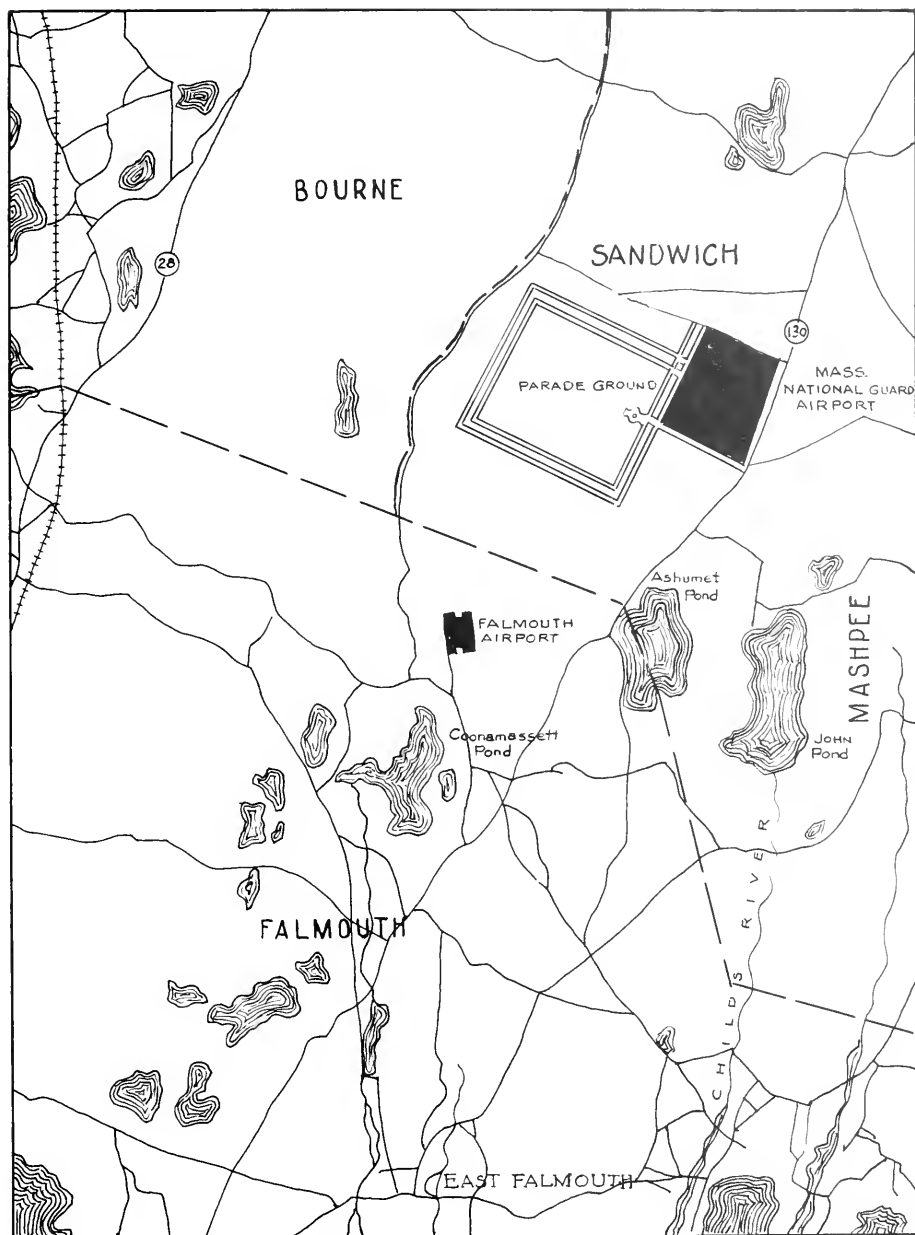
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None

18. REMARKS

Cape Cod Seaplanes, Inc., has facilities of Coonamasset Lake for landing and taking-off. Used April to November. There are 3 yellow deck and float buoys and fuel at wharf.



1M 1/2M 0 1M 2M 3M 4M

LOCATION MAP
FALMOUTH AIRPORT
FALMOUTH MASS.



FALMOUTH AIRPORT
FALMOUTH MASS.



FRAMINGHAM, MASSACHUSETTS

1. NAME OF AIRPORT Framingham Airport CLASS Commercial

OWNER Mrs. S. Helen Gould, Framingham, Mass.

LESSEE Air Service, Inc., Framingham, Mass.

OPERATOR C. D. Andrews and C. Cameron, Framingham, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 1 mile South

LANDMARKS State Hospital grounds and farm adjacent

AIRLINE DISTANCE FROM CENTER OF CITY $3\frac{1}{4}$ mile

DISTANCE BY ROAD FROM POST OFFICE 1.4 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN Western Avenue borders field at hangar and leads to Framingham

LATITUDE $42^{\circ}15'50''$ LONGITUDE $71^{\circ}24'30''$

ALTITUDE ABOVE SEA LEVEL 199 feet

3. DESCRIPTION

SHAPE Irregular TOTAL AREA OF FIELD 110.3 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 61.2 Acres

TYPE OF SOIL Loam GRADIENT 1%

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
Yes, to West and Southwest

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION

West and Southwest from owner and Northwest and North from present owners.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD Yes, after severe storms

IS FIELD SUBJECT TO PERIODIC FLOODING Yes, in Spring

IS FIELD USEABLE DURING THAWS E. - W. landing area wet in Spring
N. - S. available at all times

5. SERVICE

SERVICING---Day Yes Night No
 REPAIRS Yes
 REPAIR FACILITIES---Engine Minor
Aircraft Minor
 GASOLINE Yes OCTANE RATING 80%
 ARE SPARE PARTS AVAILABLE For minor repairs only
 HANGAR STORAGE CHARGES \$1.00 and up for 24 hour period
 ADMINISTRATION BUILDING Yes REST ROOMS In adjacent house
 IS RAILROAD SIDING AT AIRPORT Yes, Boston & Albany Railroad
 TRANSPORTATION TO CITY By taxi RESTAURANT No
 FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
 RADIO No
 NEAREST BROADCASTING STATIONS WORL - Needham - 920 K.C.
 ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
 AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.
PREVAILING WIND PERCENTAGE	19.4		
RAINFALL AVERAGE, inches	44.53	15.67	14.75
TEMPERATURE, maximum	100.0	71.0	100.0
TEMPERATURE, minimum	-25.0	-25.0	30.0

REMARKS: Data obtained from U. S. Weather Bureau climatological reports and Meteorological Station at Clark University Worcester, Mass.
 Climatological data taken over a 13 year period.
 Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 2000'
 E. - W. 1100'
 N.E. - S.W. 1600'
 S.E. - N.W. 1900'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One metal hangar 60' x 70' with cinder floor

13. ADMINISTRATION OR OTHER BUILDINGS

Wooden office building 36' x 30' x 10'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

50' Electric line poles on South border of airport
 25' Poles and trees on East side of airport
 30' Barn on North end of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR Framingham Airport

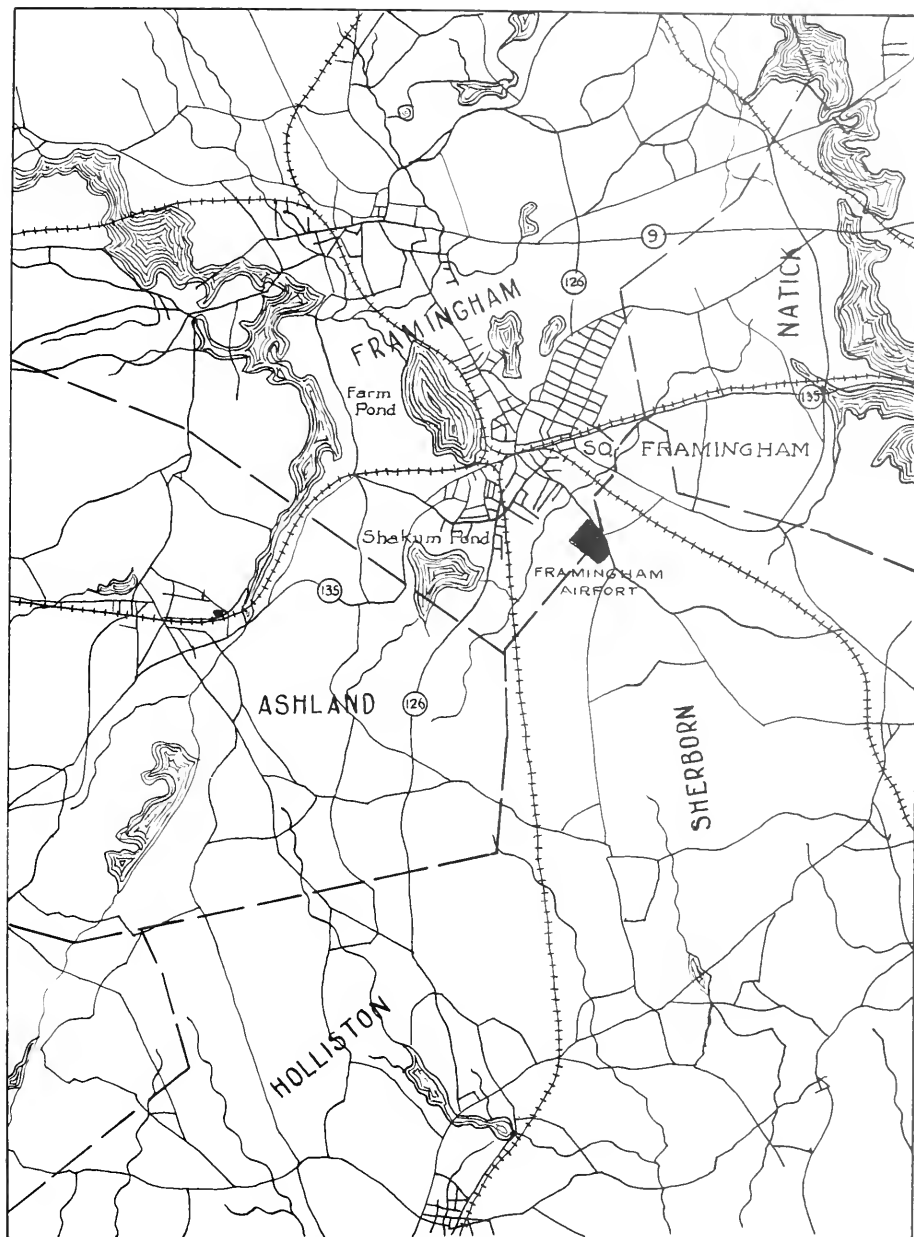
OTHER MARKINGS Direction arrow on roof of hangar

WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

17. LIGHTING

None



1M 1/2M 0 1M 2M 3M 4M

LOCATION MAP
FRAMINGHAM AIRPORT
FRAMINGHAM MASS



GRAFTON, MASSACHUSETTS

1. NAME OF AIRPORT Grafton Airport CLASS Commercial
- OWNER Fleetwing, Inc., James P. Whittall, Worcester, Mass.
- LESSEE Town of Grafton, Mass.
- OPERATOR P. H. and M. C. Jennings, North Grafton, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $\frac{1}{2}$ mile South of North Grafton and $5\frac{1}{2}$ miles S. E. of Worcester

LANDMARKS South of Lake Quinsigamond

AIRLINE DISTANCE FROM CENTER OF CITY $\frac{1}{2}$ mile South of North Grafton and 5 miles S. E. of Worcester

DISTANCE BY ROAD FROM POST OFFICE $\frac{1}{2}$ mile to North Grafton Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Dead end road to airport from Route #122, Grafton to Worcester

LATITUDE $42^{\circ}13'30''$ LONGITUDE $71^{\circ}42'45''$
 ALTITUDE ABOVE SEA LEVEL 450 feet

3. DESCRIPTION

SHAPE Very irregular

TOTAL AREA OF FIELD 104 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 69.5 Acres

TYPE OF SOIL Loam over clay GRADIENT 2% to West

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Part

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
 Yes, to S, S.W., N, and N.E.

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To S, S.W.,
 N and N.E.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural and artificial

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Field very soft and unsafe during thaws.

5. SERVICE

SERVICING---	<u>Day</u>	Yes	<u>Night</u>	No
REPAIRS	<u>Day only</u>			
REPAIR FACILITIES---	<u>Engine</u>	Minor only		
	<u>Aircraft</u>	Major and minor		
GASOLINE	Yes		OCTANE RATING	73%
ARE SPARE PARTS AVAILABLE		Minor parts only		
HANGAR STORAGE CHARGES		\$1.50		
ADMINISTRATION BUILDING	No	REST ROOMS	Yes	RESTAURANT No
IS RAILROAD SIDING AT AIRPORT		No		
TRANSPORTATION TO CITY	By bus to Worcester,	20%,	20 minutes	
FIRST AID	Yes	FIRE APPARATUS	Yes	

6. COMMUNICATION

TELEPHONE CONNECTION Yes
RADIO None
NEAREST BROADCASTING STATIONS WORC - Worcester - 1280 K.C.
 WTAG - Worcester - 580 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<u>METEOROLOGICAL DATA</u>	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.
PREVAILING WIND PERCENTAGE	19.4		
RAINFALL AVERAGE, inches	45.13	14.36	15.50
TEMPERATURE, maximum	99.0	70.1	99.0
TEMPERATURE, minimum	-20.0	-20.0	33.0

REMARKS: Data compiled with assistance of staff of Clark University Weather Station at Worcester and climatological reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 15 year period.

8. LANDING STRIPS None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N - S	2600 ft.
SE - NW	3000 ft.
NE - SW	2300 ft.
E - W	2300 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

Gravel in front of hangars

12. HANGARS

- One 60' x 70' Metal hangar with cement floor (includes office)
hangar door 60' x 12'.
One 60' x 60' Metal hangar with cement floor hangar door 60' x
12'.
One 35' x 35' Metal hangar with cement floor hangar door 35' x
12'.

13. ADMINISTRATION OR OTHER BUILDINGS

Concession 25' x 25' x 15' Wooden building

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

50' Trees to South
Hangars and 30' trees to North

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Grafton Airport" and "Worcester
Airport" on roof.

OTHER MARKINGS None

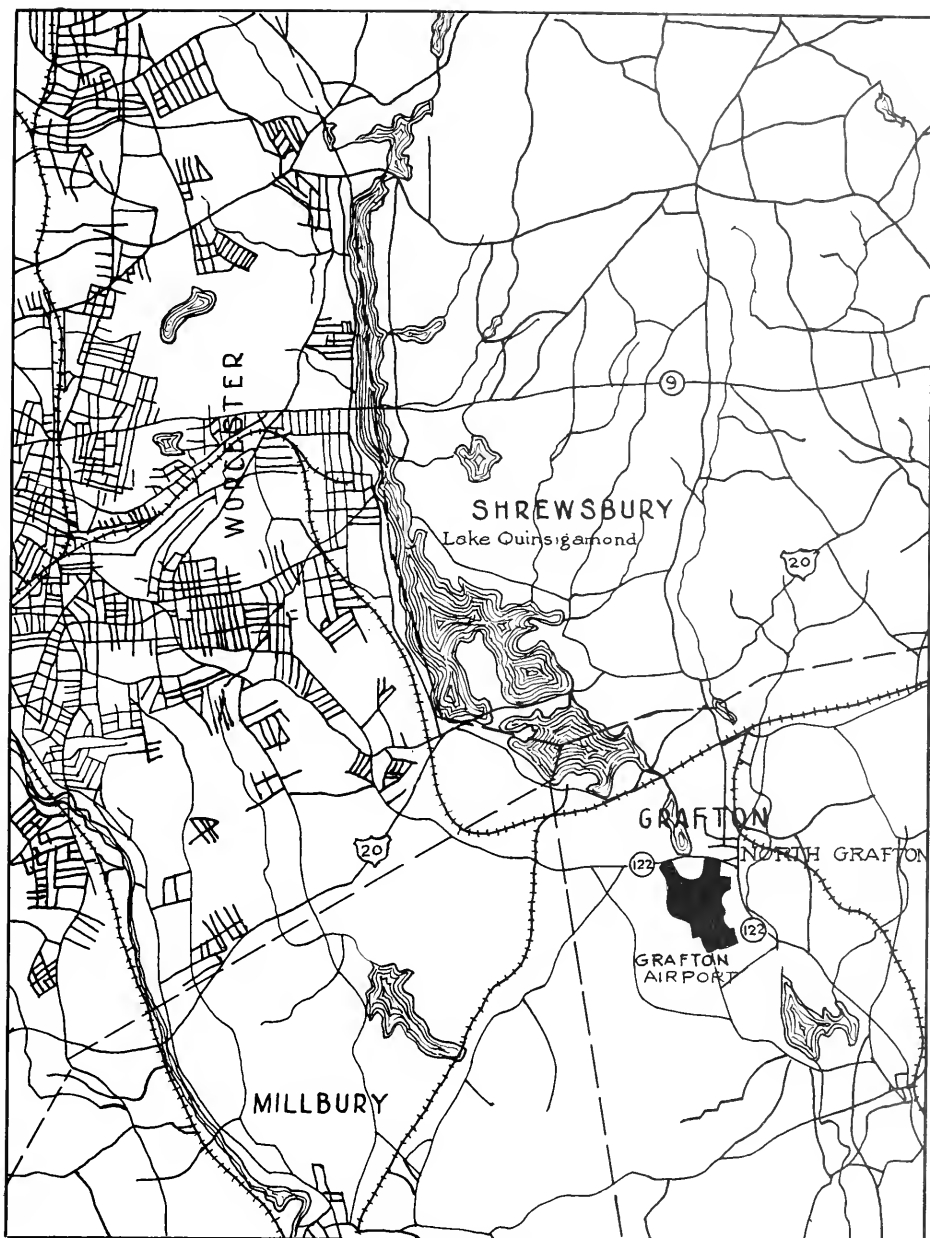
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

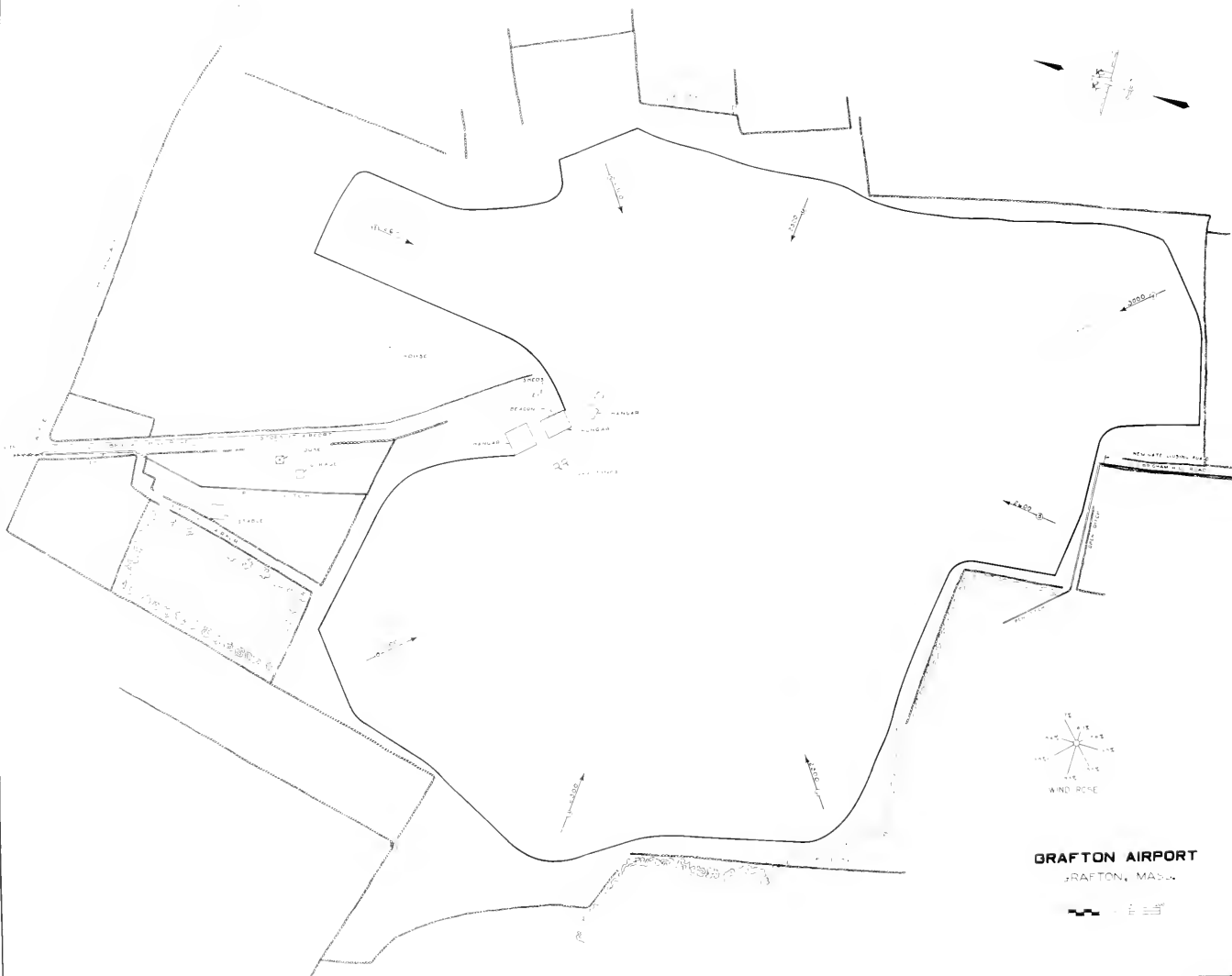
17. LIGHTING

None



LOCATION MAP
GRAFTON AIRPORT
GRAFTON MASS





GRAFTON AIRPORT
GRAFTON, MASS.



GREAT BARRINGTON, MASSACHUSETTS

1. NAME OF AIRPORT Great Barrington Airport CLASS Commercial

OWNER Andrew L. Somers, Monterey, Mass., and Brooklyn, N. Y.

LESSEE None

OPERATOR Gus Graf, Canaan, Connecticut

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 3 miles West

LANDMARKS On State Road #69

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles West

DISTANCE BY ROAD FROM POST OFFICE 3 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN Route #69 to Route #17
to Great Barrington

LATITUDE $42^{\circ}11'22''$ LONGITUDE $73^{\circ}24'00''$

ALTITUDE ABOVE SEA LEVEL 726 feet

3. DESCRIPTION

SHAPE Triangular DIMENSIONS E & W 2500 ft. N & S 1800
ft. N.E. & S.W. 2600 ft.

TOTAL AREA OF FIELD 63 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 47.9 Acres

TYPE OF SOIL Gravel GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED On S.E. side
only.

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To the East
about 2800 ft.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD Yes, in Spring only

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day Yes Night No
 REPAIRS Day only
 REPAIR FACILITIES---Engine Major (winter only) Minor (days)
Aircraft Major (winter only) Minor (days)
 (Remarks: Student activity prevents Major repairs in Summer)
 GASOLINE Yes OCTANE RATING 73%
 ARE SPARE PARTS AVAILABLE Yes, limited
 HANGAR STORAGE CHARGES \$1.00 and up
 ADMINISTRATION BUILDING No REST ROOMS Yes RESTAURANT Yes
 IS RAILROAD SIDING AT AIRPORT No Summer only
 TRANSPORTATION TO CITY Private car and taxi
 FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION No
 RADIO No
 NEAREST BROADCASTING STATIONS WBZA - Springfield - 990 K.C.
 WSPR - Springfield - 1140 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, from Albany and Springfield
 CO-OPERATIVE WEATHER BUREAU STATION Pittsfield, Mass.
 AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	W.	W.
PREVAILING WIND PERCENTAGE	32.2	26.1	39.0
RAINFALL AVERAGE, inches	40.38	11.89	15.60
TEMPERATURE, maximum	101.0	73.0	101.0
TEMPERATURE, minimum	-23.0	-23.0	28.0

REMARKS: Data obtained from Cooperative Weather Bureau Station at Pittsfield, Mass., and climatological reports of the U. S. Weather Bureau. Climatological data taken over 10 year period. Wind data taken over 10 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

E. - W. 2500 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 60' Unheated metal hangar with dirt floor
Hangar door 60'x 16'

13. ADMINISTRATION OR OTHER BUILDINGS

None

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

60' Trees on East
70' Trees on South

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes, but grown over

NAME PAINTED ON HANGAR "Berkshire Airways"

OTHER MARKINGS None

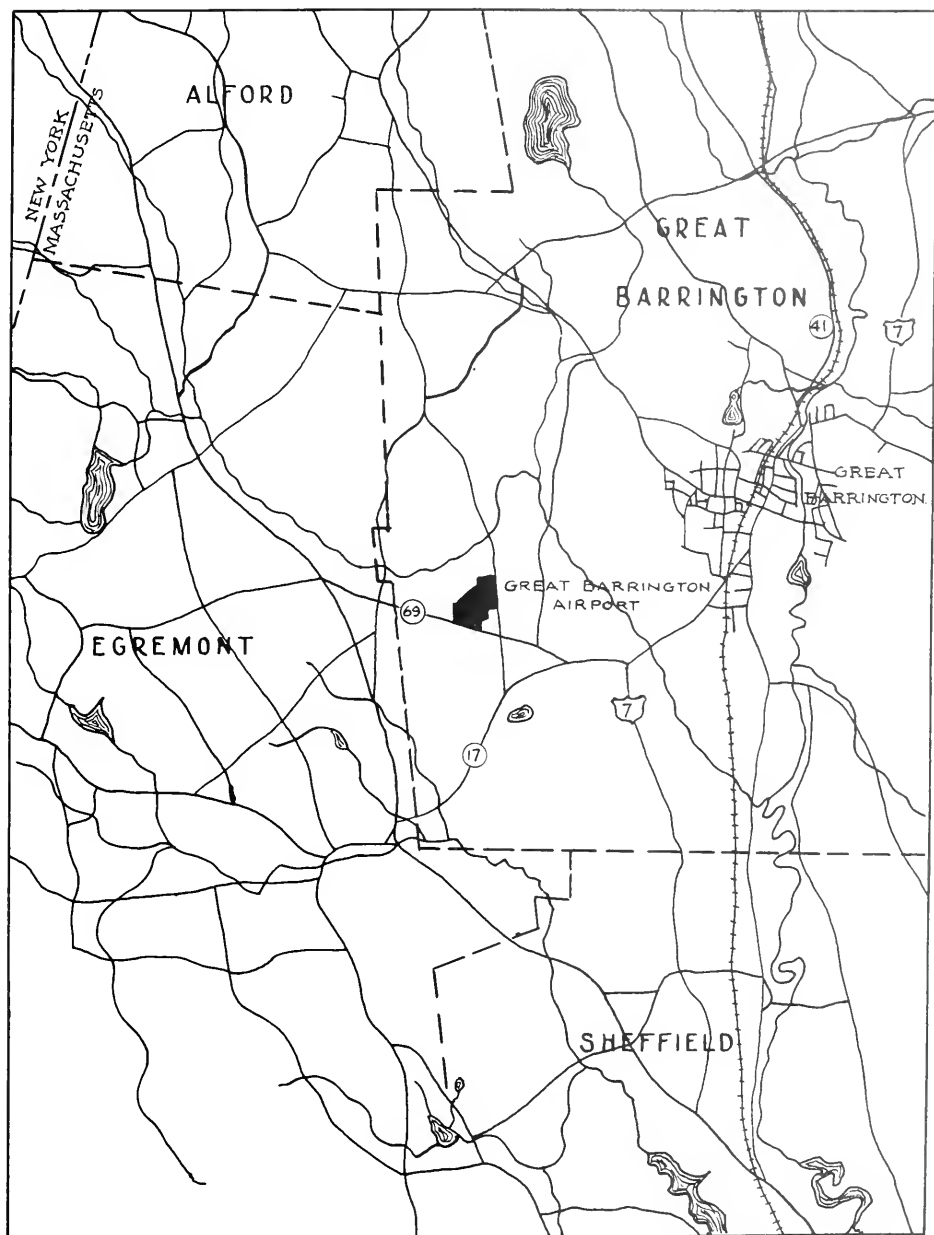
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

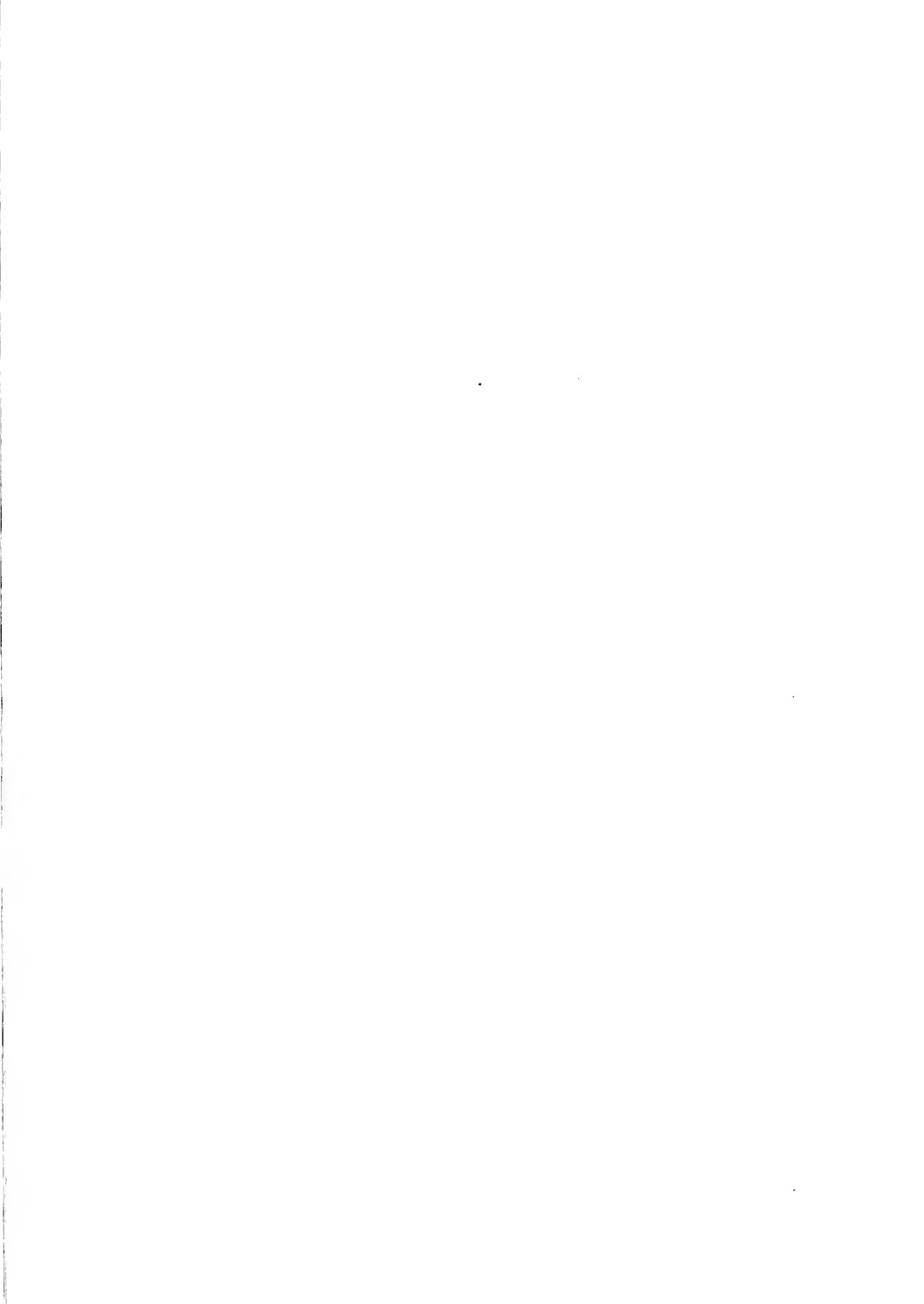
None

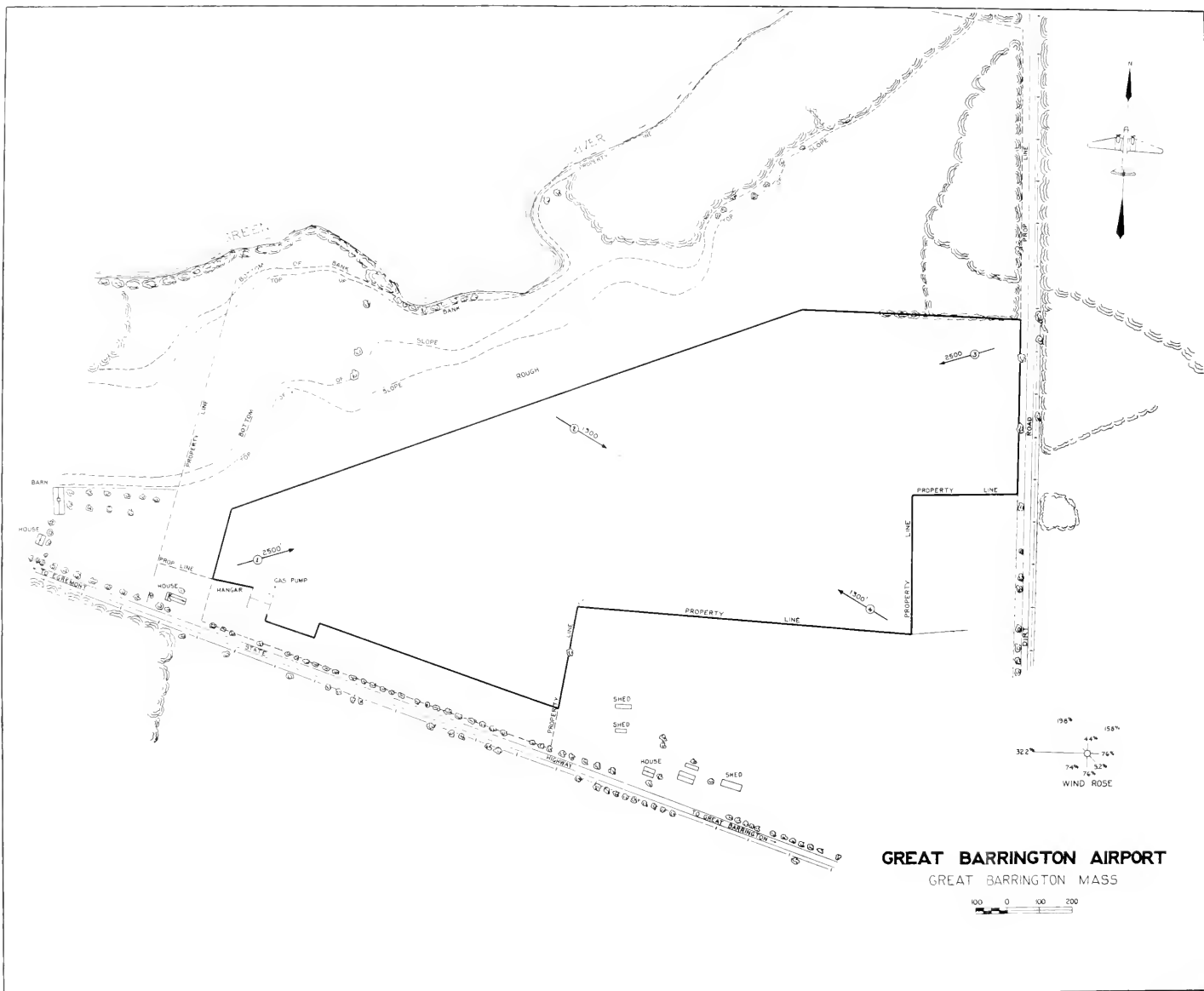


1M 1/2 0 1M 2M 3M 4M

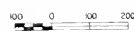
LOCATION MAP
GREAT BARRINGTON AIRPORT
GREAT BARRINGTON MASS

PLATE 43





GREAT BARRINGTON AIRPORT
GREAT BARRINGTON MASS



HANOVER, MASSACHUSETTS

1. NAME OF AIRPORT Clark Airport CLASS Commercial

OWNER W. M. Clark, National Fireworks Co., W. Hanover, Mass.

LESSEE None

OPERATOR East Coast Airways, Winter Street, W. Hanover, Mass.
(F. J. Bedell)
2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 4 miles West

LANDMARKS

164' Watertower painted aluminum with yellow bands $\frac{1}{2}$ mile N.W.

164' Watertower painted aluminum with yellow bands 4 miles N.E.

AIRLINE DISTANCE FROM CENTER OF CITY 3 miles

DISTANCE BY ROAD FROM POST OFFICE 4 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN

Winter Street is adjacent to airport and leads North to West Hanover and then East to Hanover.

LATITUDE 42°06'00" LONGITUDE 70°52'00"

ALTITUDE ABOVE SEA LEVEL 74 feet
3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 49.5 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 36.3 Acres

TYPE OF SOIL Sand, loam and gravel GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Yes

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To E and S.E.
4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No FIELD USEABLE DURING THAWS Yes

IS FIELD SUBJECT TO PERIODIC FLOODING No

5. SERVICE

SERVICING---Day Yes Night No
 REPAIRS On call
 REPAIR FACILITIES---Engine Major and minor
Aircraft Major and minor
 GASOLINE Yes OCTANE RATING 73%
 ARE SPARE PARTS AVAILABLE No
 HANGAR STORAGE CHARGES \$10.00 to \$15.00 per month. \$1.00 per night

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No
 IS RAILROAD SIDING AT AIRPORT No
 TRANSPORTATION TO CITY Furnished on call

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
 RADIO East Coast Airways WAQX 278 K.C. All day and 7 to 9 P. M.
 3105 K.C. All day and 7 to 9 P.M.
 Air traffic receiving and transmitting range 50 miles.
 NEAREST BROADCASTING STATIONS WEEI - Boston - 590 K.C.
 WNAC - Boston - 1230 K.C.
 WAAB - Boston - 1410 K.C.
 ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
 AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>		<u>Winter</u>		<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	22.2	21.2	27.5	27.2	22.5
RAINFALL AVERAGE, inches	40.85		13.19		13.23
TEMPERATURE, maximum	104.0		71.0		104.0
TEMPERATURE, minimum	-19.0		-19.0		32.0

REMARKS: Wind data as taken from Weather Station at Blue Hills
 15 miles N.W. of airport.
 Data compiled from information furnished by office of
 City Engineer, Brockton, and climatological reports of
 the U. S. Weather Bureau.
 Climatological data taken over a 13 year period.
 Wind data taken over a 10 year period.

8. LANDING STRIPS None9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 2100 ft.
 N. - S. 1700 ft.
 N.W. - S.E. 1300 ft.
 E. - W. 1200 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60'x40' Metal hangar with concrete floor, hangar door 60'x12'
 One 40'x40' Metal hangar with concrete floor, hangar door 40'x12'
 One 30'x30' Wooden hangar with dirt floor, hangar door 30'x12'

2 Metal hangars built on concrete underpinnings. Hangars unheated.

13. ADMINISTRATION OR OTHER BUILDINGS

Office building 32'x24'x25' Wooden construction (2 story frame house includes living quarters and radio office.)

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

60' Trees to N.E.
 30' Hill between N.E.-S.W. and N.-S. take-off directions
 50' Trees to South
 Two 50' antenna towers at rear of hangars.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Clark Airport, Hanover, Mass."

OTHER MARKINGS "SHELL" 6' red letters on aluminum background on South side of wooden hangar.
 "EAST COAST AIRWAYS" 30 inch black letters on yellow over doors on metal hangars.

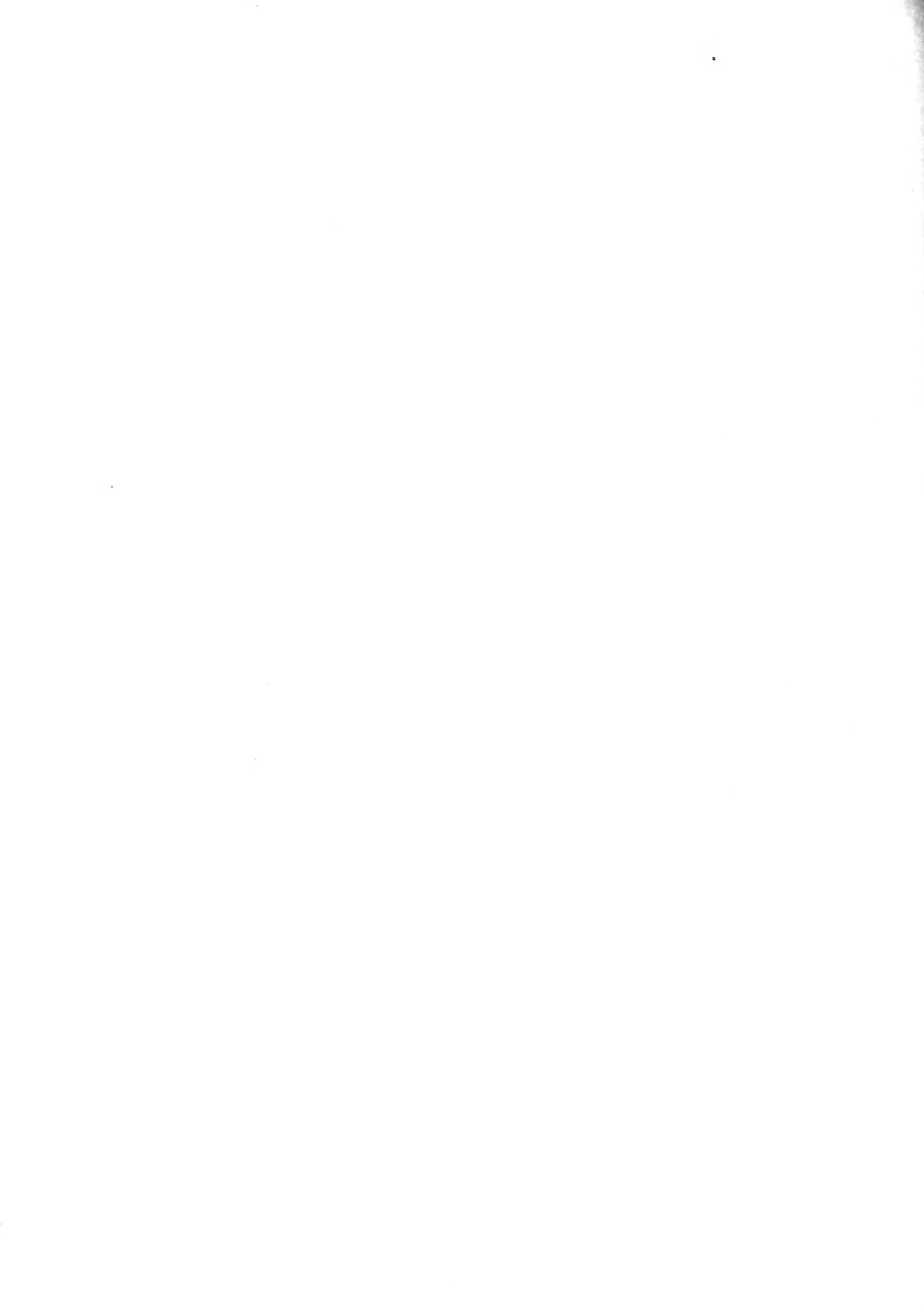
WIND DIRECTION INDICATOR 8' Sook ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None



HAVERHILL, MASSACHUSETTS

1. NAME OF AIRPORT Haverhill Airport CLASS Commercial
- OWNER E. L. Walker, 34 Pleasant Street, Bradford, Mass.
- LESSEE F. P. Johnson, 17 Lake Avenue, Melrose, Mass., and
George Monoquian, Haverhill, Mass.
- OPERATOR F. P. Johnson, 17 Lake Avenue, Melrose, Mass., and
George Monoquian, Haverhill, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 2½ miles N.E.

LANDMARKS Reservoir ½ mile South. "Haverhill" and arrow on gas
storage tank in Haverhill

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles N.E.

DISTANCE BY ROAD FROM POST OFFICE 2½ miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN Newton Road connecting
with Route #110 to Haverhill on West side of airport.

LATITUDE 42°48'15" LONGITUDE 70°03'42"

ALTITUDE ABOVE SEA LEVEL 125 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 52.6 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 25.6 Acres

TYPE OF SOIL Sandy loam GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION S.E. 1000 ft.
and South 2000 ft.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICESERVICING---Day Yes Night On call

REPAIRS Days only

REPAIR FACILITIES---Engine Minor
Aircraft Major and minor

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No
HANGAR STORAGE CHARGES No facilitiesADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No
IS RAILROAD SIDING AT AIRPORT No
TRANSPORTATION TO CITY By taxi 50¢

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO None

NEAREST BROADCASTING STATIONS WLLH - Lowell - 1370 K.C.
WLAW - Lawrence 680 K.C.ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No7. METEOROLOGICAL DATA

	<u>Annual</u>		<u>Winter</u>	<u>Summer</u>
	N.W.	S.W.	N.W.	S.W.
PREVAILING WIND DIRECTION	N.W.	S.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	27.8	25.0	36.8	28.0
RAINFALL AVERAGE, inches	37.99			
TEMPERATURE, maximum	104.0		71.0	104.0
TEMPERATURE, minimum	-19.0		-19.0	31.0

REMARKS: Data obtained from Weather Station, City Hall,
Haverhill, and climatological reports from U. S.
Weather Bureau.
Climatological data taken over an 8 year period.
Wind data taken over an 11 year period.8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHSN. - S. 1350 ft.
E. - W. 1000 ft.
S.E. - N.W. 1800 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None

13. ADMINISTRATION OR OTHER BUILDINGS

Office 15' x 10' x 7½' Wood construction

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

100' Hill to N. E.

60' Trees to S.E.

90' Chimney to South

95' Hill to S.W.

25' Power line to N.W.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR No

OTHER MARKINGS None

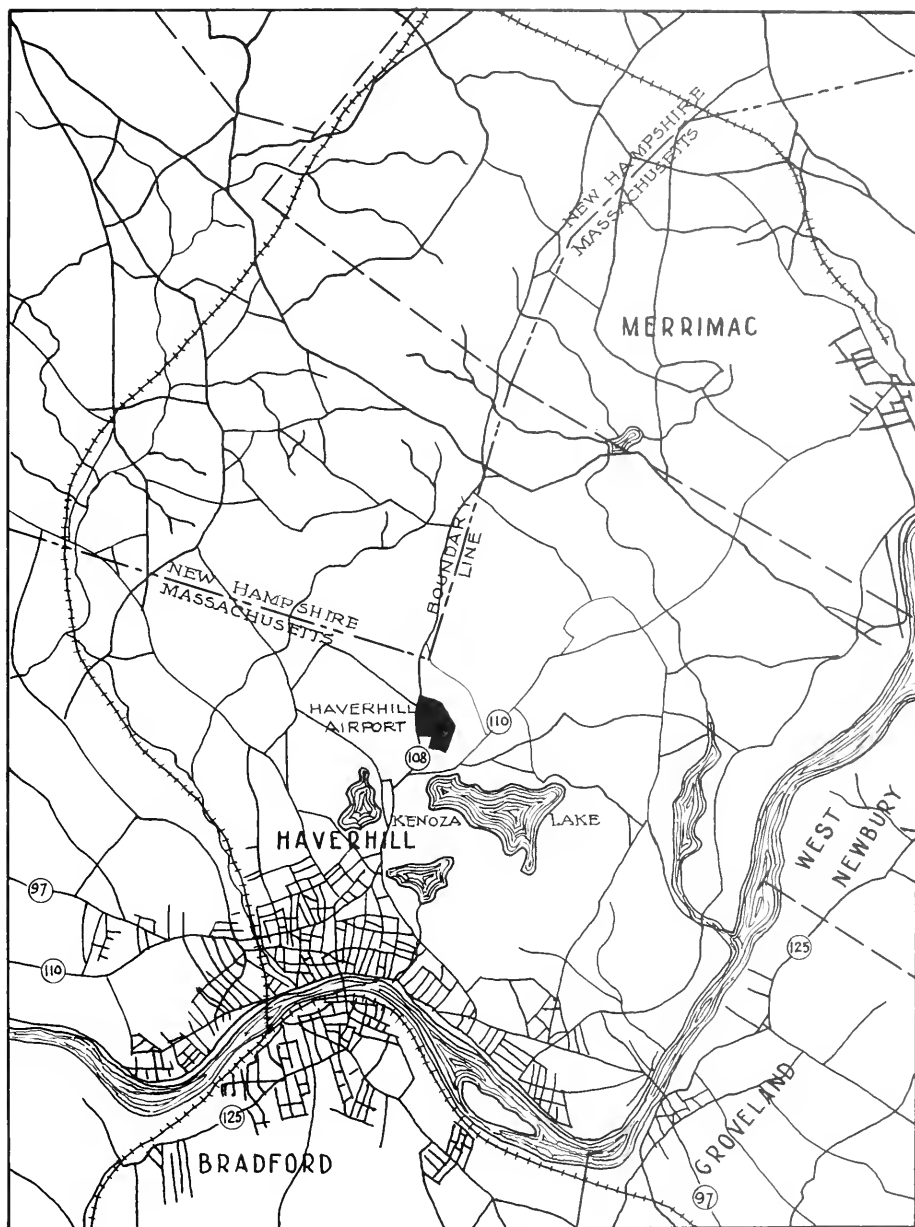
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

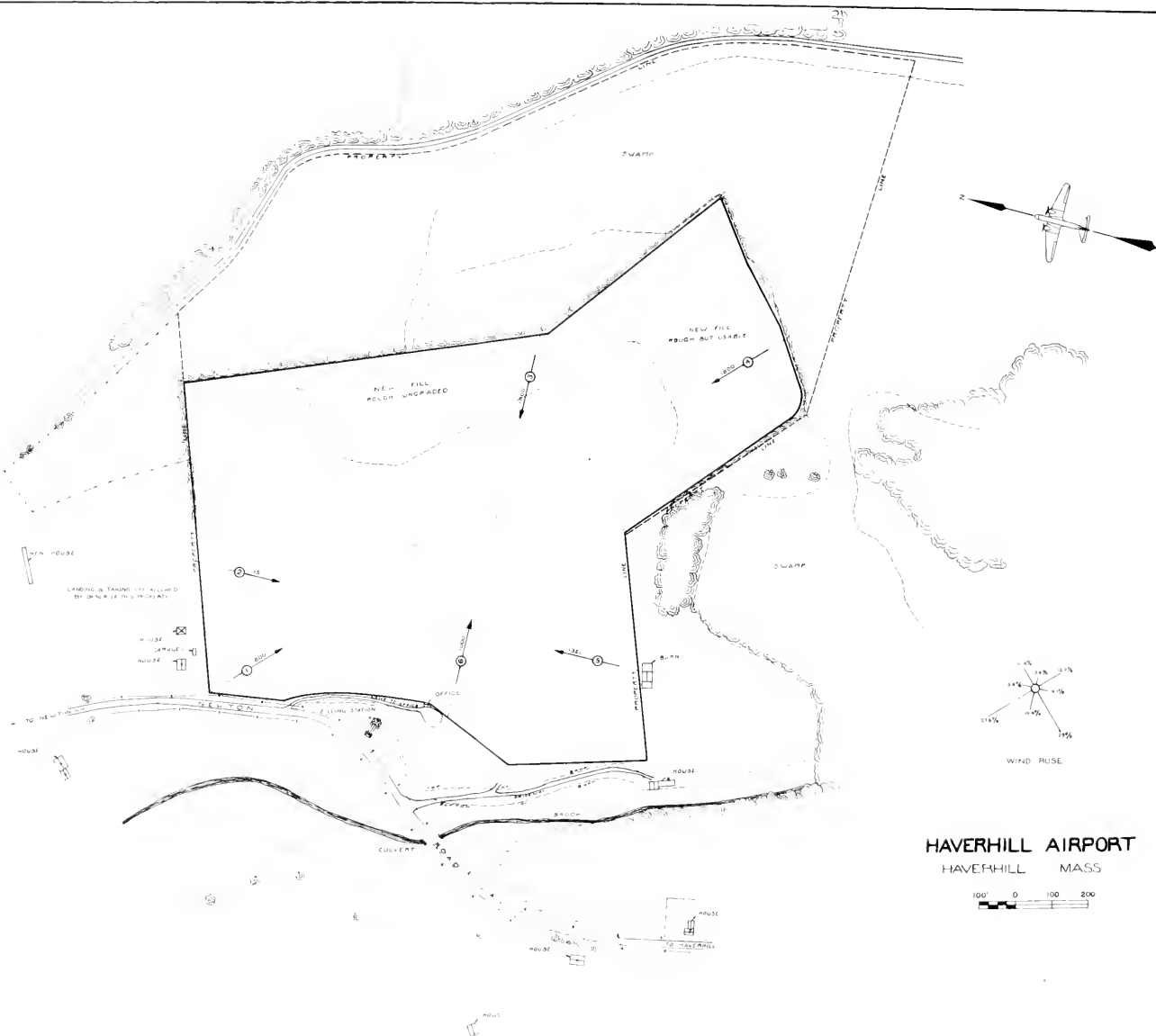
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

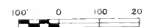
None



LOCATION MAP
HAVERHILL AIRPORT
HAVERHILL MASS



HVERHILL AIRPORT
HVERHILL MASS



HINGHAM, MASSACHUSETTS

1. NAME OF AIRPORT Bayside Airport CLASS Commercial

OWNER Estate of Peter B. Bradley, Hingham, Mass.

LESSEE Bayside Flying Service, Inc., Hingham, Mass.

OPERATOR Bayside Flying Service, Inc., Hingham, Mass.

2. LOCATIONDISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $1\frac{1}{2}$ miles N.W.LANDMARKS Back River on North boundary of field. Bradley
Fertilizer Plant 1 mile N.E.AIRLINE DISTANCE FROM CENTER OF CITY $1\frac{1}{2}$ miles

DISTANCE BY ROAD FROM POST OFFICE 2 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN Airport is on Lincoln
Street, (Route 3A) to Hingham.LATITUDE $42^{\circ}15'00''$ LONGITUDE $70^{\circ}55'00''$

ALTITUDE ABOVE SEA LEVEL 25 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 47.9 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 37.4 Acres

TYPE OF SOIL Loam and gravel GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION

To N.E. and East, 5000 feet

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING--Day Yes Night No

REPAIRS Yes, major and minor

REPAIR FACILITIES--Engine Yes

Aircraft Yes

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES \$12.50 per month and up

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO Receiving set only

NEAREST BROADCASTING STATIONS WEEI - Boston - 590 K.C.
WNAC - Boston - 1230 K.C.
WAAB - Boston - 1410 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W. N.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	16.0 16.7		
RAINFALL AVERAGE, inches	42.00	19.78	25.51
TEMPERATURE, maximum	103.0	80.0	103.0
TEMPERATURE, minimum	-18.0	-18.0	40.0

REMARKS: Data obtained from records of the U. S. Weather Bureau, Boston.
Climatological data taken over a 13 year period.
Wind data taken over a 7 year period.

8. LANDING STRIPS None9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

S.E. - N.W. 2150', S.W. - N.E. 1050', E. - W. 1350'

Unlimited area for seaplanes on Back River, West and North of field.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 50' x 100' Wooden hangar

One 40' x 80' Wooden hangar

Sheltered basin for seaplanes North and West of field

13. ADMINISTRATION OR OTHER BUILDINGS

One wooden structure 14' x 26'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

40' Trees on N.E. and East sides of airport

30' Telephone poles on South side of airport

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Bayside Airport"

OTHER MARKINGS None

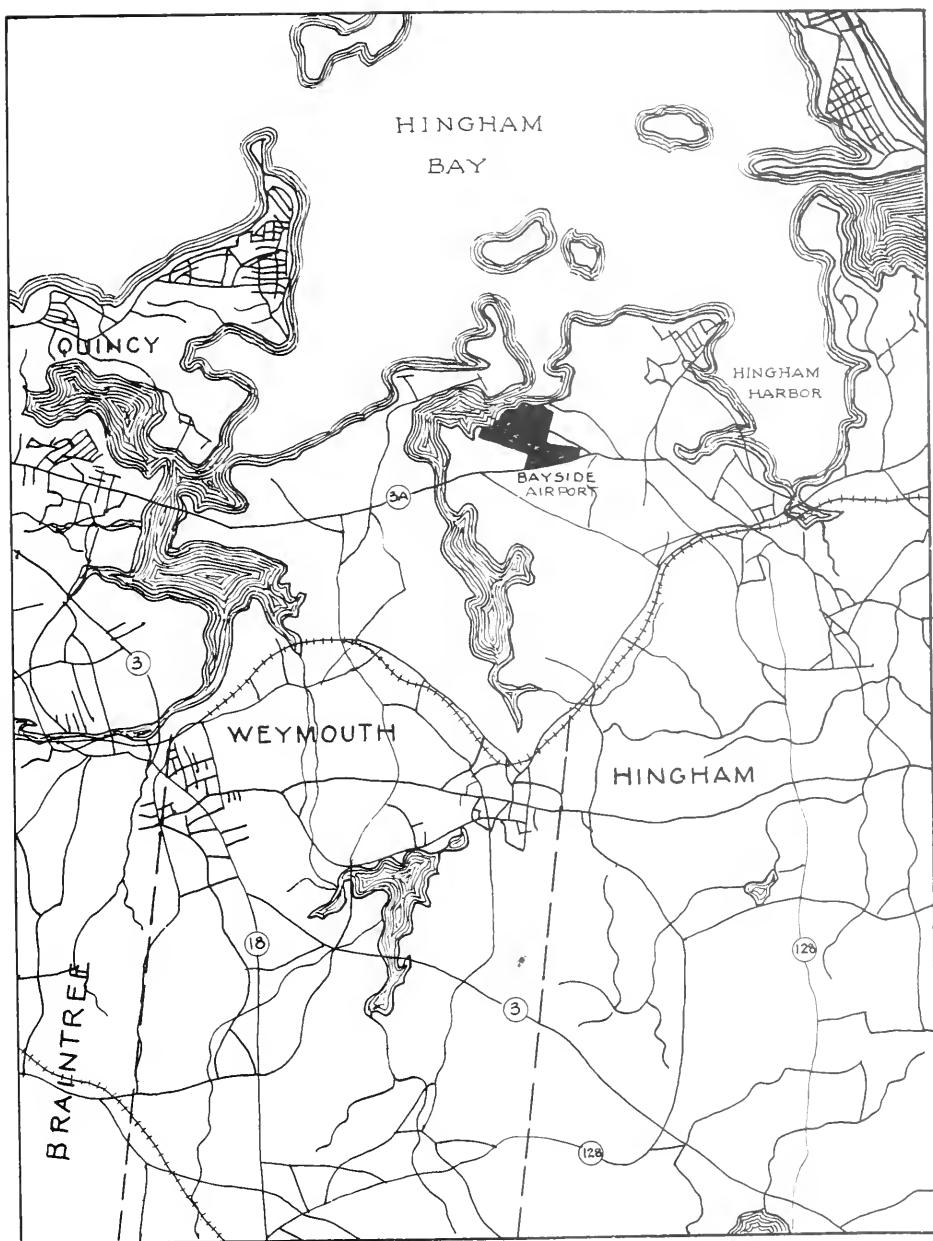
WIND DIRECTION INDICATOR 15' Wind Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None

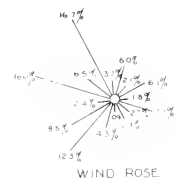


LOCATION MAP
BAYSIDE AIRPORT
HINGHAM MASS

WEYMOUTH

BACK

RIVER



BAYSIDE AIRPORT

HINGHAM MASS.



LEOMINSTER, MASSACHUSETTS

1. NAME OF AIRPORT Fitchburg & Leominster Airport CLASS Commercial

OWNER Thomas Crocker, 3rd, Fitchburg, Mass.

LESSEE Cities of Leominster and Fitchburg for 5 years to 1939

OPERATOR Fitchburg and Leominster Airways, Inc. Joseph Fluet,
Leominster, Mass.2. LOCATIONDISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $2\frac{1}{2}$ milesNorth of Leominster and $2\frac{1}{4}$ miles S.E. of FitchburgLANDMARKS N.Y.N.H. & H. R.R. to West. B. & M. R.R. to East.
Nashua River to West.AIRLINE DISTANCE FROM CENTER OF CITY 2 miles from either
Leominster or FitchburgDISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{2}$ miles from either
Leominster or FitchburgNAME AND LOCATION OF ROAD TO NEAREST TOWN Crawford Street to
Leominster and Fitchburg to East of airportLATITUDE $42^{\circ}33'25''$ LONGITUDE $71^{\circ}45'35''$

ALTITUDE ABOVE SEA LEVEL 300 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 124 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 73 Acres

TYPE OF SOIL Gravel over clay GRADIENT Level

NATURE OF SURFACE Grass and weeds

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR

To the S.E. and N.W.

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To the S.E.
and N.W. about 1000 feet4. DRAINAGEWHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural, also tile and
stone drains

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

IS FIELD SUBJECT TO PERIODIC FLOODING No, except in extreme
floods, as in 1936

IS FIELD USEABLE DURING THAWS No

5. SERVICESERVICING--Day Yes Night By appointment

REPAIRS Days. Nights by appointment

REPAIR FACILITIES---Engine Major and minorAircraft Major and minor

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES \$1.00 and up

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi, 50¢ to Leominster, 10 minutes
By taxi, 75¢ to Fitchburg, 10 minutes

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WTAG - Worcester - 590 K.C.
WORC - Worcester - 1280 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.
PREVAILING WIND PERCENTAGE	43.5	51.3	35.4
RAINFALL AVERAGE, inches	43.61	15.45	14.97
TEMPERATURE, maximum	98.0	73.0	98.0
TEMPERATURE, minimum	-16.0	-16.0	29.0

REMARKS: Data obtained from Fitchburg Sewage Disposal Plant, Lunenburg, Mass., and from climatological reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 2200 ft.

N. - S. 2600 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

Two 60' x 60' steel hangars with cement floors.

Hangar doors 60' x 11'. Hangars unheated.

13. ADMINISTRATION OR OTHER BUILDINGS

Office building 18' x 12' x 10' Wooden construction

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Hills, trees and chimneys, 50 to 150 feet high, surrounding field.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Yes, except for heavy snow

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR "Fitchburg-Leominster Airport" on hangar roof.

OTHER MARKINGS Usual landing area limits are lined by cones

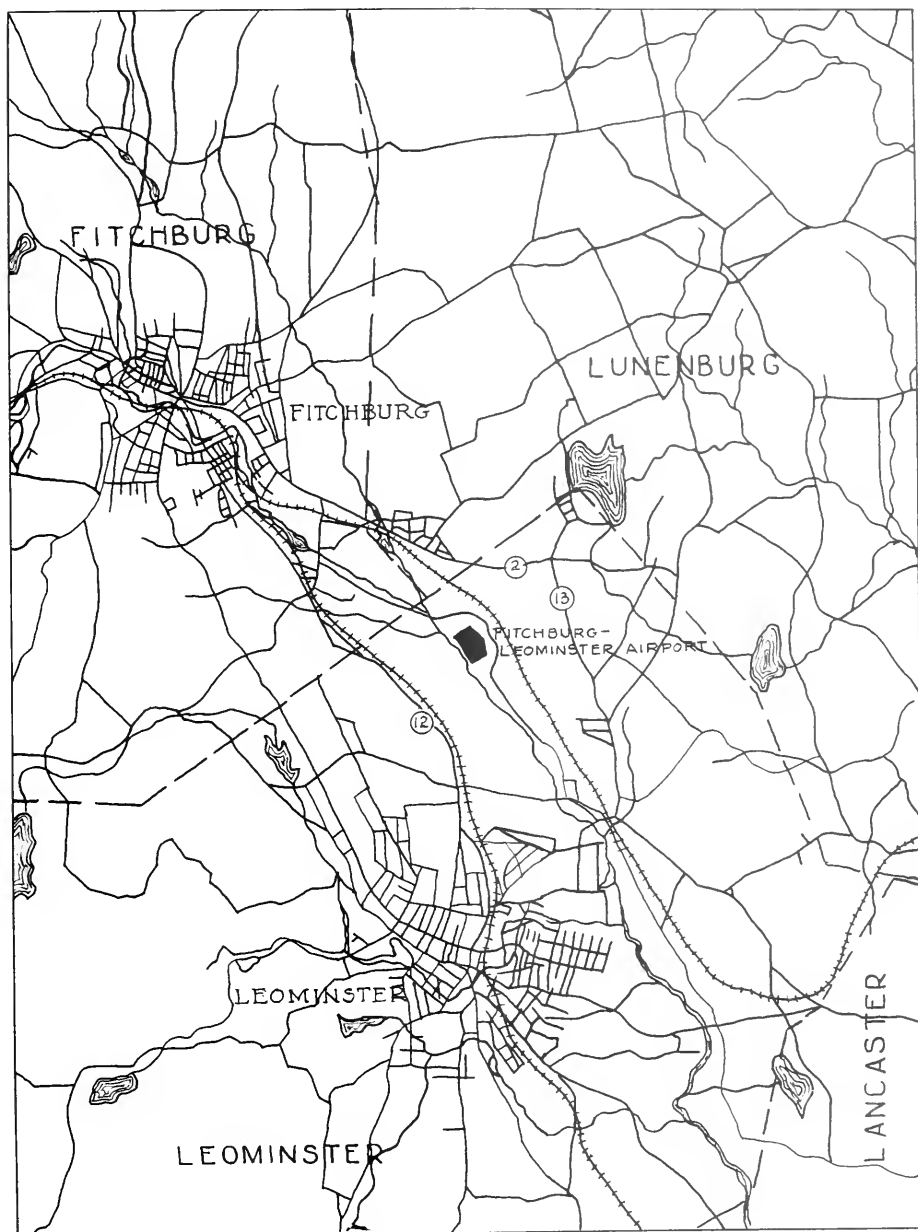
WIND DIRECTION INDICATOR Two 8' Socks ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

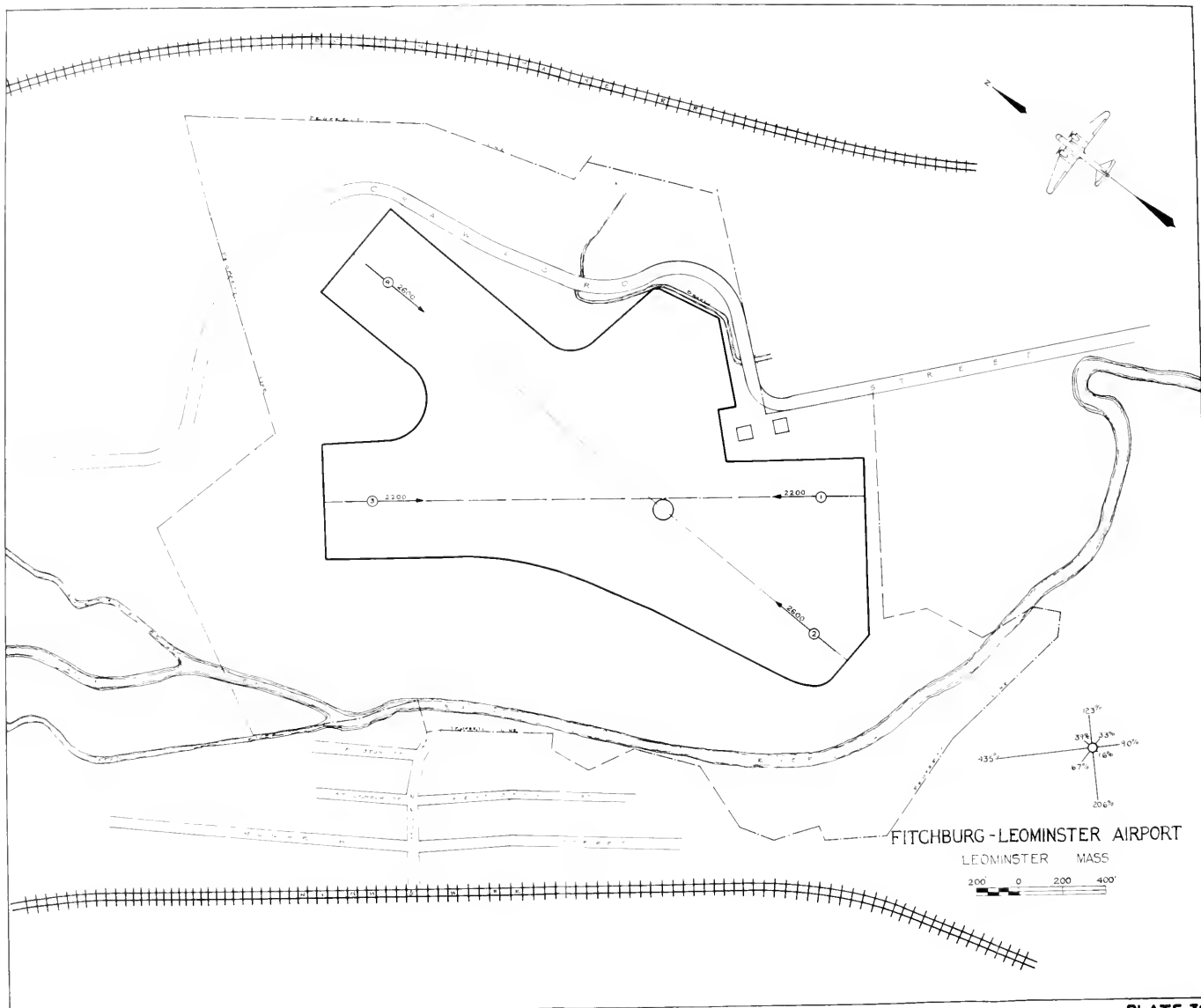
None



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
FITCHBURG-LEOMINSTER AIRPORT
LEOMINSTER MASS





MANSFIELD, MASSACHUSETTS

1. NAME OF AIRPORT Boltz Field CLASS Commercial

OWNER Fred Boltz, 600 South Main Street, Mansfield, Mass.

LESSEE None

OPERATOR Not in operation at present

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 2 miles S.E.

LANDMARKS Single track railroad, 500 feet East of field.
Reservoir $\frac{1}{2}$ mile South of field.

AIRLINE DISTANCE FROM CENTER OF CITY 1 mile

DISTANCE BY ROAD FROM POST OFFICE 2 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN

Fruit Street at North edge of field, leads to Rt. 140 to Mansfield

LATITUDE $42^{\circ}00'15''$ LONGITUDE $71^{\circ}12'00''$

ALTITUDE ABOVE SEA LEVEL 140 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 65 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 42 Acres

TYPE OF SOIL Sandy loam GRADIENT Level

NATURE OF SURFACE Part sod and part under cultivation

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Partly

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
Yes, to South

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION

To the E 300', S 2000', W 1500', N.W. 800' and S.E. 1200'.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS

Yes, except that part of field which is plowed.

5. SERVICE

SERVICING--Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine No

Aircraft No

GASOLINE Yes, in town OCTANE RATING 78%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES No hangars available. Two barns formerly used.

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY Private car or taxi

FIRST AID No FIRE APPARATUS No

6. COMMUNICATION

TELEPHONE CONNECTION No

RADIO No

NEAREST BROADCASTING STATIONS WNAC - Boston - 1230 K.C.
WEEI - Boston - 590 K.C.
WNEH - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	N.W.	N.W.
PREVAILING WIND PERCENTAGE	21.2	20.4	27.4
RAINFALL AVERAGE, inches			26.3
TEMPERATURE, maximum	98.0		73.0
TEMPERATURE, minimum	-24.0		-24.0

REMARKS: Data obtained from office of Taunton Water Works and climatological reports of U. S. Weather Bureau.
Climatological data taken over an 11 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 1600'
E. - W. 1300'
N.W.-S.E. 1500'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None Two barns were used for storage. Space for one plane in each barn.

13. ADMINISTRATION OR OTHER BUILDINGS

Two wooden barns 50' x 40' In fair condition

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Two 50' barns at N.W. border of field
 40' Telephone pole line at North border of field
 50' Trees at N.E. border of field
 50' Trees at W. border of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

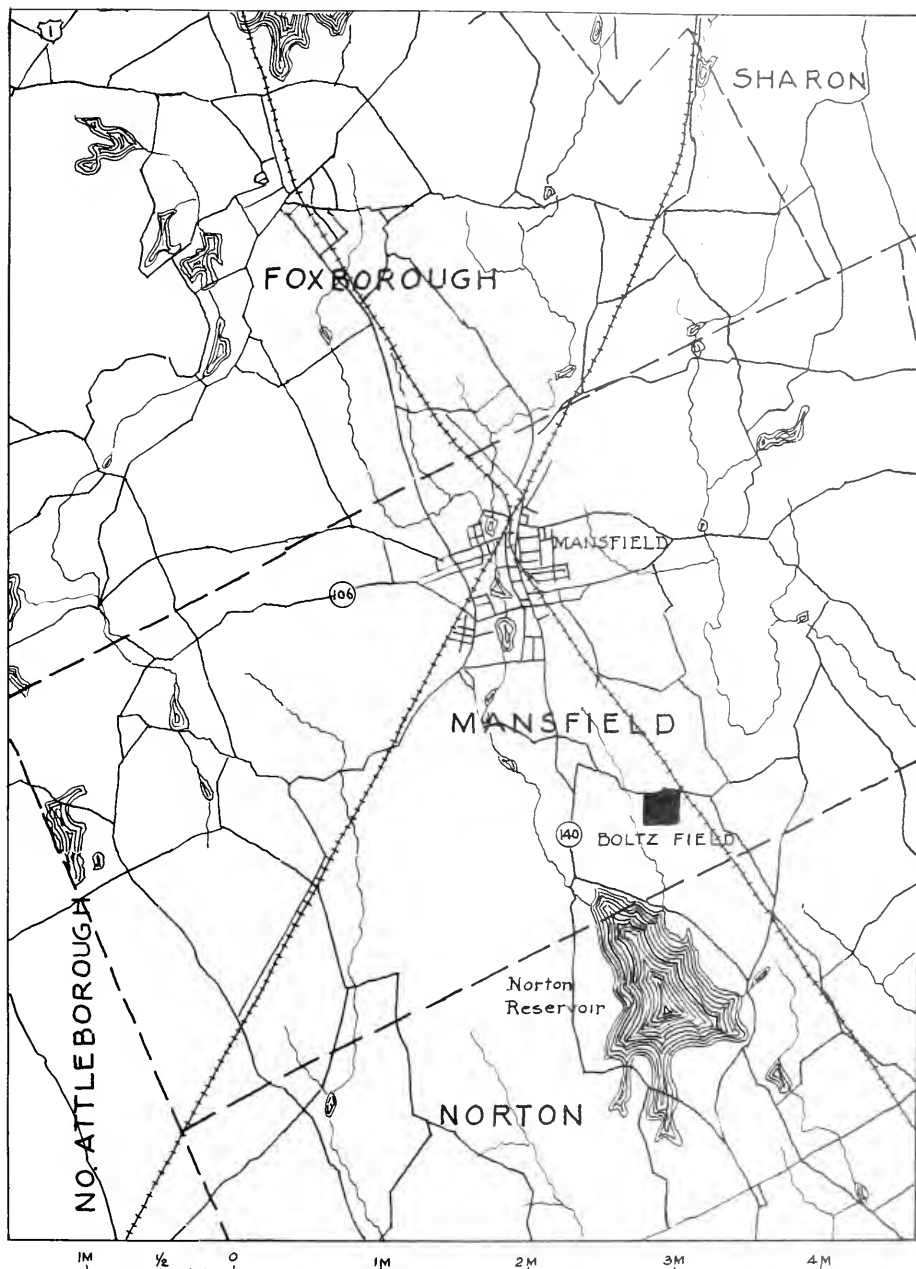
STANDARD CIRCLE	No		
NAME PAINTED ON HANGAR	None		
OTHER MARKINGS	None		
WIND DIRECTION INDICATOR	No	ILLUMINATED	No
ARE OBSTRUCTIONS MARKED	No	LIGHTED	No
ARE LANDING STRIPS OR RUNWAYS LIGHTED	No		

17. LIGHTING

None

18. SEAPLANE BASE

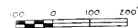
It is possible for seaplanes to land on Reservoir,
 South of field.



LOCATION MAP
BOLTZ FIELD
MANSFIELD MASS



BOLTZ FIELD
MANSFIELD MASS.



MARLBOROUGH, MASSACHUSETTS

1. NAME OF AIRPORT Marlboro Airport CLASS Commercial

OWNER Mrs. Gomezes, Farny Road, Marlborough, Mass.

LESSEE Charles H. Spaulding, 15 Gates Avenue, Hudson, Mass.

OPERATOR Charles H. Spaulding, 15 Gates Avenue, Hudson, Mass.

2. LOCATIONDISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $2\frac{1}{2}$ miles East

LANDMARKS Metropolitan Reservoir is South of airport

AIRLINE DISTANCE FROM CENTER OF CITY $1\frac{1}{4}$ milesDISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{2}$ milesNAME AND LOCATION OF ROAD TO NEAREST TOWN Farm road adjacent to
airport, connecting with Route #20 to MarlboroughLATITUDE $42^{\circ}20'20''$ LONGITUDE $71^{\circ}31'00''$

ALTITUDE ABOVE SEA LEVEL 255 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 22 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 18 Acres

TYPE OF SOIL Loam over gravel GRADIENT .75% S.W. - N.E.

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION Limited by
terrain.4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No FIELD USEABLE DURING THAWS Yes

IS FIELD SUBJECT TO PERIODIC FLOODING No

5. SERVICE

SERVICING---Day Yes Night No

REPAIRS Minor repairs available day only

REPAIR FACILITIES---Engine Minor only

Aircraft None

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$1.50 per night

ADMINISTRATION BUILDING Office only REST ROOMS Yes

IS RAILROAD SIDING AT AIRPORT No RESTAURANT No

TRANSPORTATION TO CITY By bus and taxi service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WORC - Worcester - 1280 K.C.
WTAG - Worcester - 580 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	<u>W.</u>	<u>N.W.</u>	<u>W.</u>
PREVAILING WIND PERCENTAGE	<u>19.4</u>		
RAINFALL AVERAGE, inches	<u>45.13</u>	<u>14.36</u>	<u>15.50</u>
TEMPERATURE, maximum	<u>99.0</u>	<u>70.0</u>	<u>99.0</u>
TEMPERATURE, minimum	<u>-20.0</u>	<u>-20.0</u>	<u>33.0</u>

REMARKS: Meteorological data obtained from Clark University, Worcester, and climatological reports of the U. S. Weather Bureau.

Climatological data taken over a period of 13 years.

Wind data taken over a period of 15 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1640' x 300'

N.E. - S.W. 1330' x 300'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One Concrete Hangar 45' x 45' with cement floor. Unheated.

13. ADMINISTRATION OR OTHER BUILDINGS

Two metal garages 12' x 20'

One concrete office building 10' x 10'

One wooden outdoor lavatory 6' x 18'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

House 30' high located 200' N.W. of field in line with N.W.-S.E. landing direction.

Pole lines 25' high across S.W. end of N.E.-S.W. landing direction.

Hill to East and scattered buildings to West of airport.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Not in winter

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Grass circle

NAME PAINTED ON HANGAR Marlboro on roof

OTHER MARKINGS None

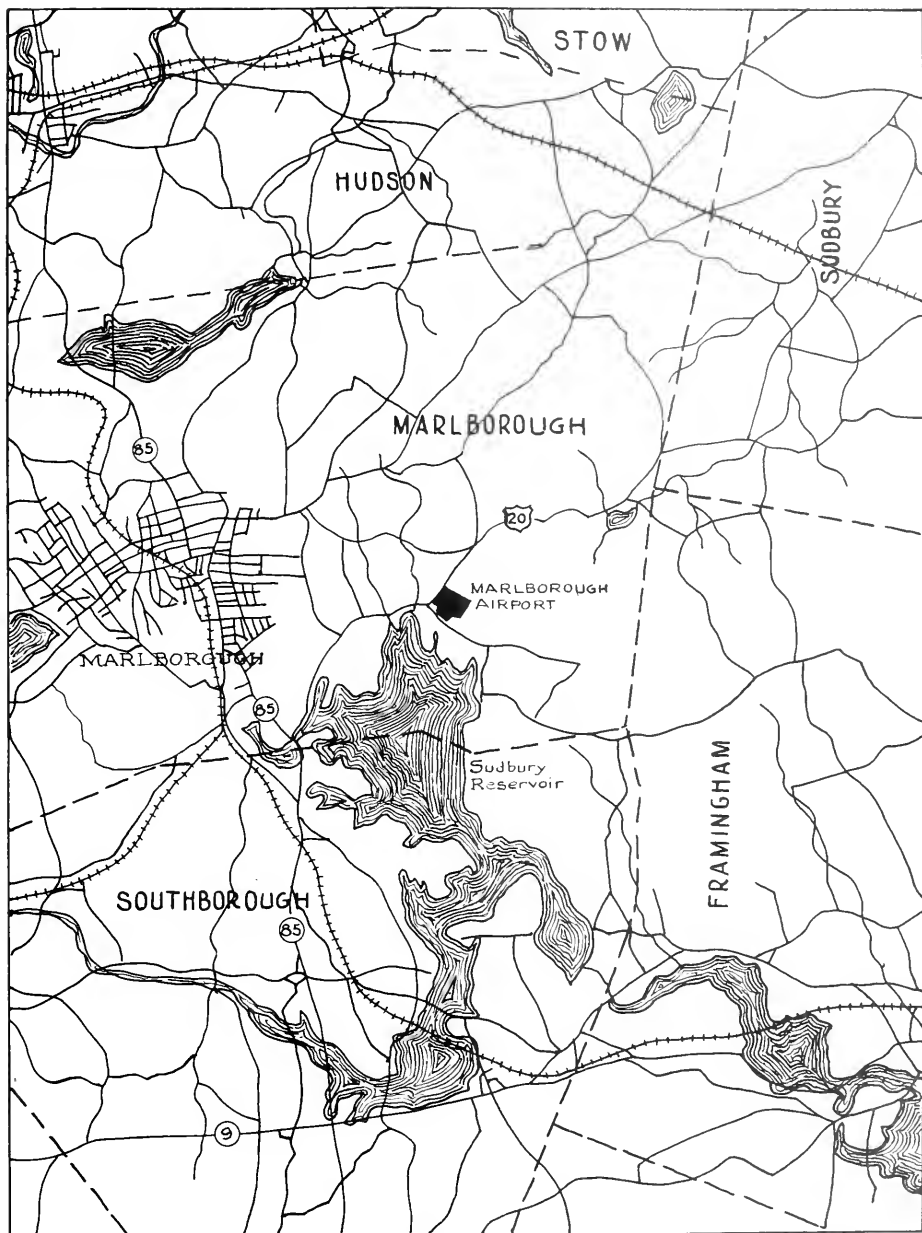
WIND DIRECTION INDICATOR 6' Wind Cone ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

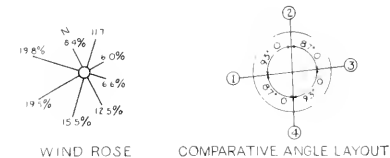
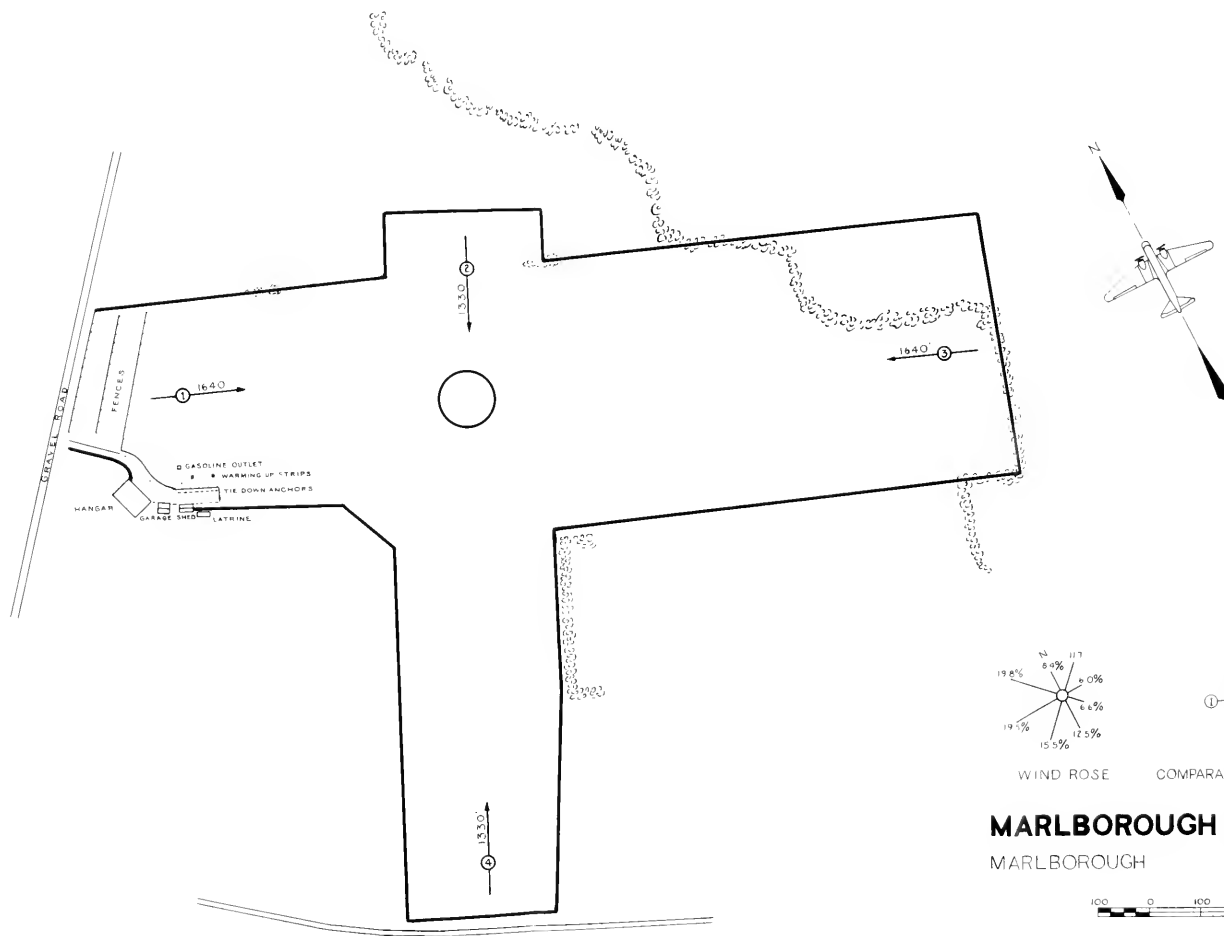
17. LIGHTING

None



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
MARLBOROUGH AIRPORT
MARLBOROUGH MASS



MARLBOROUGH AIRPORT
MARLBOROUGH MASS



MEDFIELD, MASSACHUSETTS

1. NAME OF AIRPORT Fairacres Field CLASS Emergency Landing Field

OWNER Eva H. Lewis, Elm Street, Medfield, Mass.

LESSEE None

OPERATOR None

2. LOCATIONDISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $1\frac{1}{4}$ miles S.E.LANDMARKS Airport is North of and adjacent to N.Y.N.H. & H. R.R.
right of way

AIRLINE DISTANCE FROM CENTER OF CITY 1 mile

DISTANCE BY ROAD FROM POST OFFICE $1\frac{1}{2}$ milesNAME AND LOCATION OF ROAD TO NEAREST TOWN Elm Street to South
Street to MedfieldLATITUDE $42^{\circ}10'25''$ LONGITUDE $70^{\circ}17'15''$

ALTITUDE ABOVE SEA LEVEL 160 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 39 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 34.5 Acres

TYPE OF SOIL Loam GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
Yes, on North side and part of East side

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION North and East

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING--Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine No

Aircraft No

GASOLINE None

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES No hangars

ADMINISTRATION BUILDING None REST ROOMS None RESTAURANT None

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By private car or taxi, on call

FIRST AID No FIRE APPARATUS No

6. COMMUNICATION

TELEPHONE CONNECTION In owner's house

RADIO No

NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.
WEEL - Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE By telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>		<u>Winter</u>		<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	22.2	21.7	27.5	27.2	22.5
RAINFALL AVERAGE, inches	40.85		13.19		13.23
TEMPERATURE, maximum	104.0		71.0		104.0
TEMPERATURE, minimum	-19.0		-19.0		32.0

REMARKS: Data obtained from Climatological Reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 10 year period from weather station at Blue Hill 10 miles E.N.E. of field.

8. LANDING STRIPS None9. USUAL TAKE-OFF and LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1950'

N.E. - S.W. 1000'

E. - W. 2000'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None

13. ADMINISTRATION OR OTHER BUILDINGS

None except owner's house

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

30 foot trees on S.W., South and East
 Railroad telegraph line adjacent on
 South border of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Not in winter

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR No

OTHER MARKINGS None

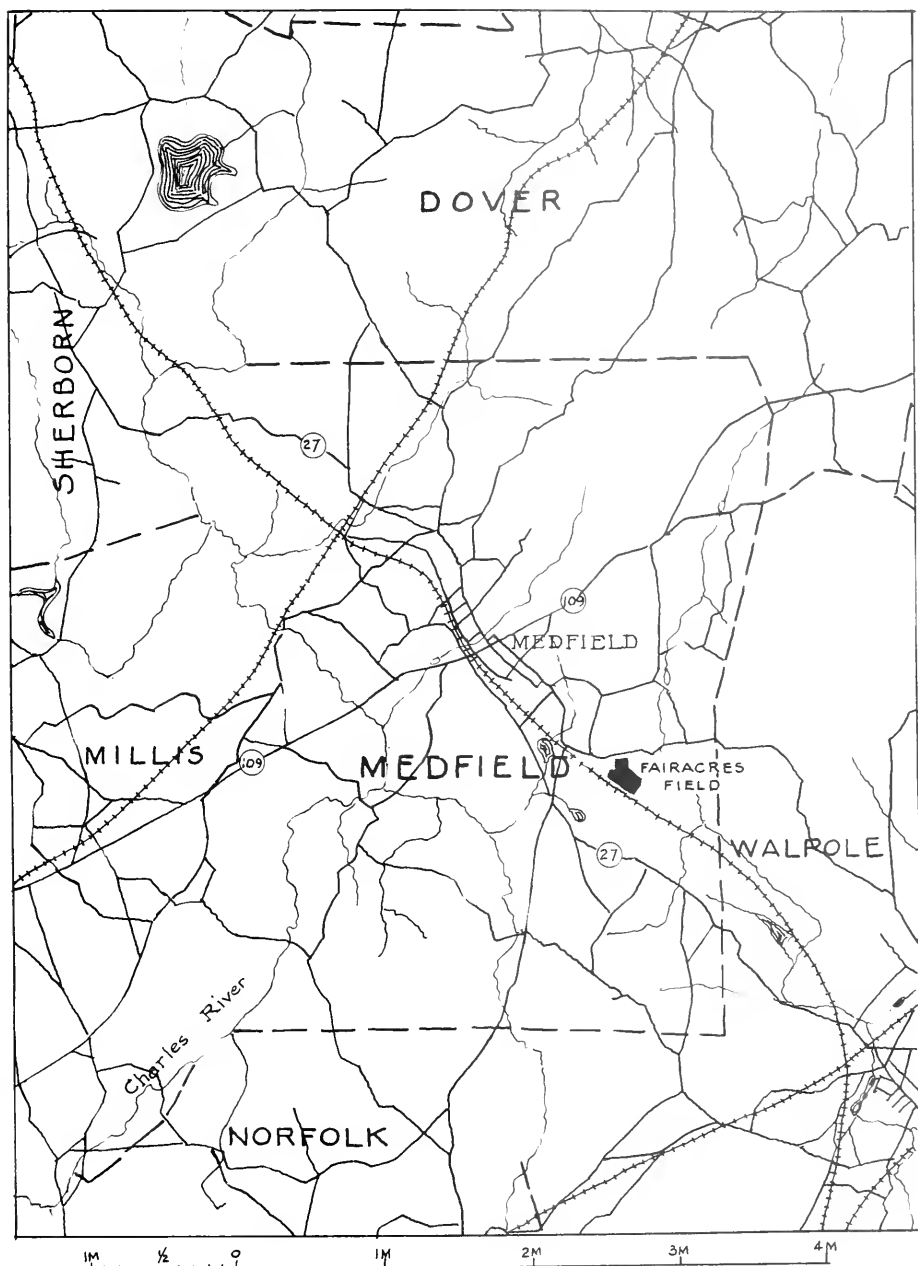
WIND DIRECTION INDICATOR None ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

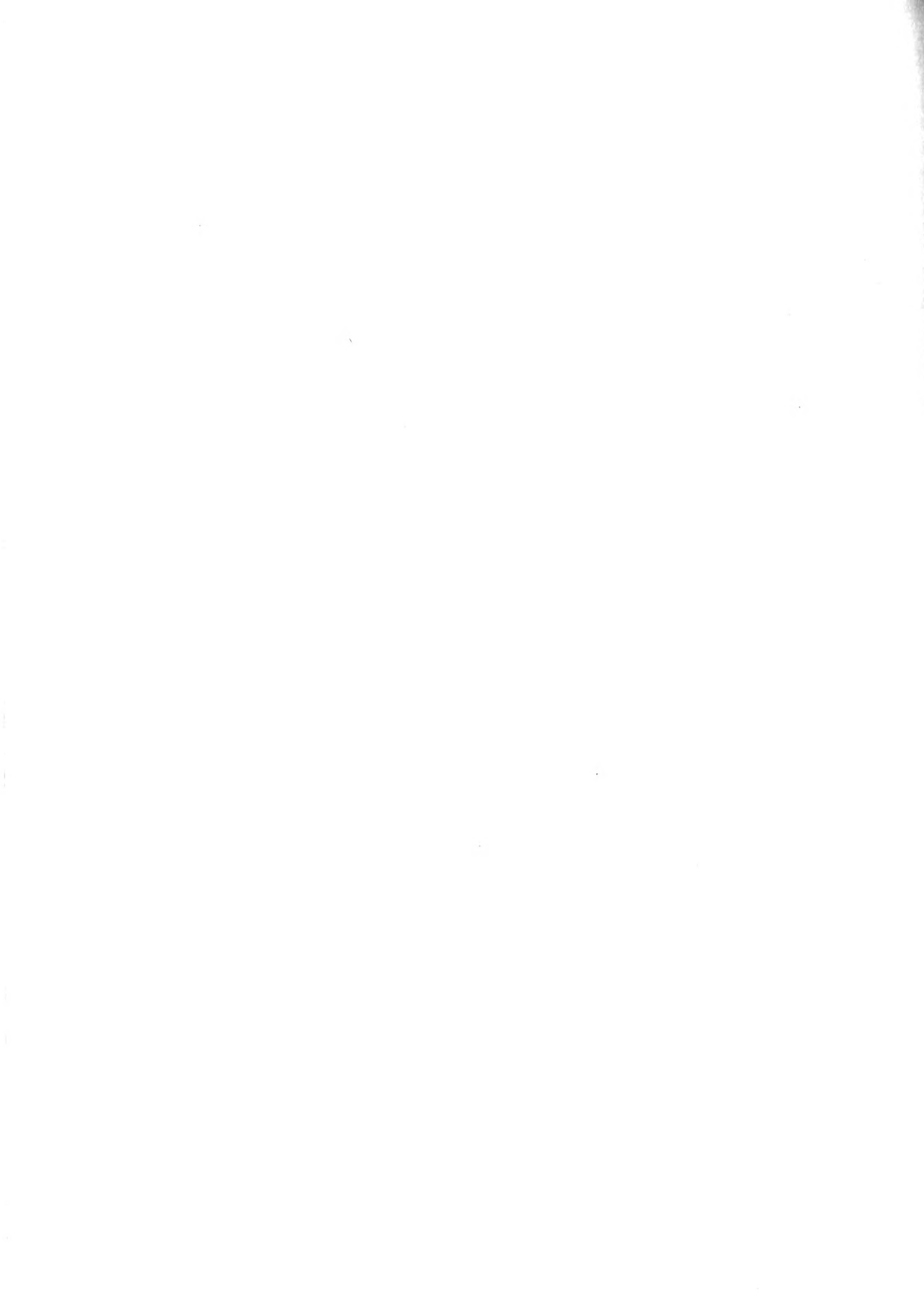
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

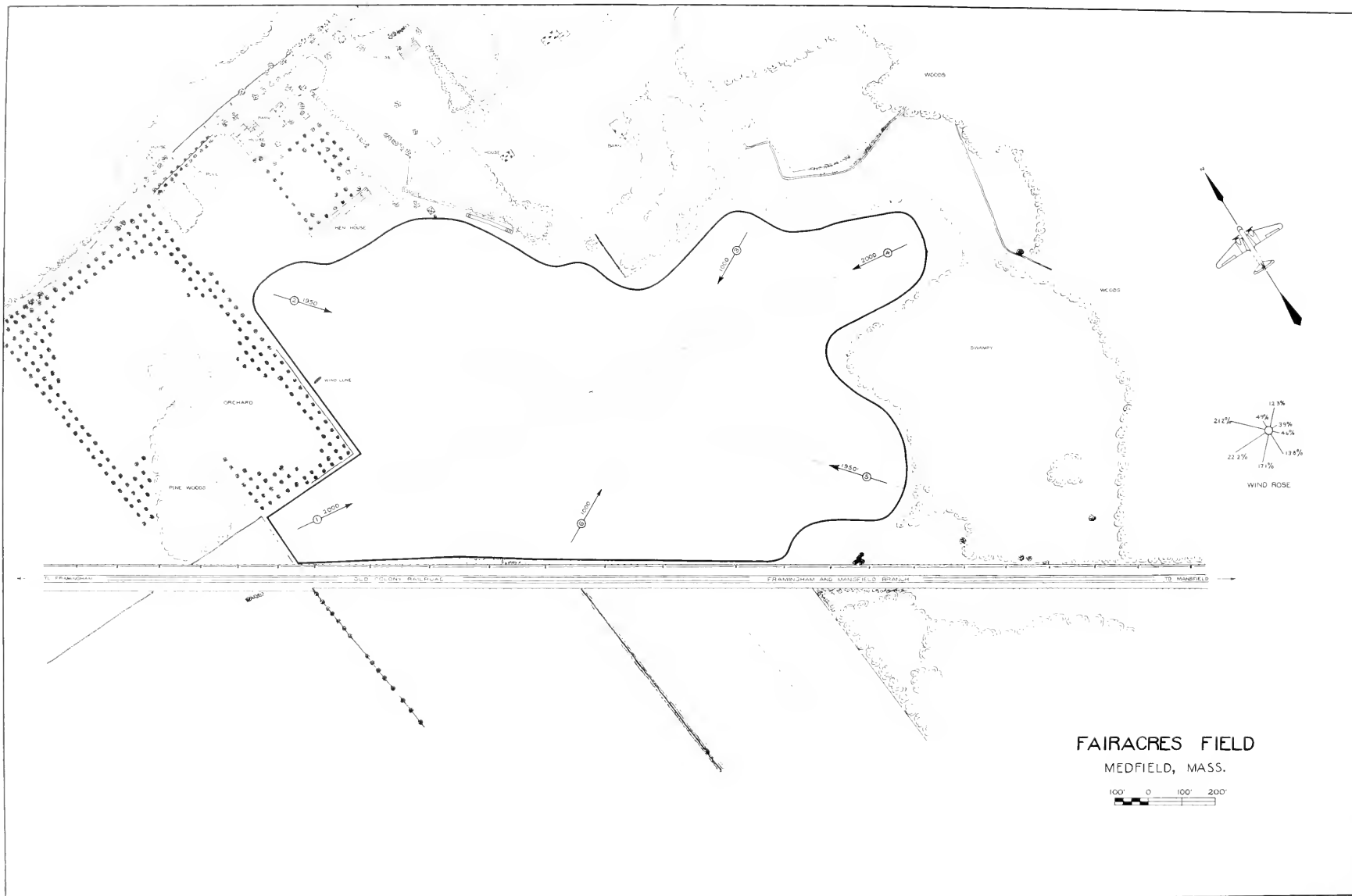
17. LIGHTING

None



LOCATION MAP
FAIRACRES FIELD
MEDFIELD MASS





FAIRACRES FIELD
MEDFIELD, MASS.

MENDON, MASSACHUSETTS

1. NAME OF AIRPORT Mendon Airport CLASS Commercial
- OWNER F. A. Millis, Mendon Airport, Mendon, Mass.
- LESSEE None
- OPERATOR Sabatino Ludovici, Mendon Airport, Mendon, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $\frac{1}{2}$ mile South

LANDMARKS Lake Nipmuck is $\frac{1}{2}$ mile S. W. of airport

AIRLINE DISTANCE FROM CENTER OF CITY $\frac{1}{2}$ mile to Mendon

DISTANCE BY ROAD FROM POST OFFICE $\frac{1}{2}$ mile to Mendon Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Airport is at inter-section of Emerson Street and Route #126 to Mendon

LATITUDE $42^{\circ}06'00''$ LONGITUDE $71^{\circ}33'42''$

ALTITUDE ABOVE SEA LEVEL 450 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 77.0 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 34.5 Acres

TYPE OF SOIL Loam and clay GRADIENT 1.6% N and S. 2.25% E and W.

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Yes, on N.W. side.

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION S 600', SW 950'

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM 2000 ft. of stone drains

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD Yes, in South corner after heavy rain

IS FIELD SUBJECT TO PERIODIC FLOODING Yes, during heavy rainfall

IS FIELD USEABLE DURING THAWS No

5. SERVICE

SERVICING---Day On call Night On call
 REPAIRS Day and night on call
 REPAIR FACILITIES---Engine Minor only
 Aircraft None
 GASOLINE Yes OCTANE RATING 73%
 ARE SPARE PARTS AVAILABLE No
 HANGAR STORAGE CHARGES \$1.00 per day
 ADMINISTRATION BUILDING Yes REST ROOMS No RESTAURANT No
 IS RAILROAD SIDING AT AIRPORT No
 TRANSPORTATION TO CITY By bus or taxi
 FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
 RADIO None
 NEAREST BROADCASTING STATIONS WTAG - Worcester - 580 K.C.
 WORC - Worcester - 1280 K.C.
 ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
 WEATHER BUREAU STATION At airport
 AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.
PREVAILING WIND PERCENTAGE	19.4		
RAINFALL AVERAGE, inches	45.13	14.36	15.50
TEMPERATURE, maximum	99.0	70.1	99.0
TEMPERATURE, minimum	-20.0	-20.0	33.0

REMARKS: Airway weather observer at Mendon Airport makes observations as to ceiling, visibility, wind direction and velocity, temperature, humidity and barometric pressure. These reports are transmitted to the Airway Weather Bureau Station at East Boston Airport. Climatological data taken over a 13 year period. Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N - S	1500 ft.
E - W	1100 ft.
WSW - ENE	900 ft.
NW - SE	1800 ft.
WNW - ESE	1400 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 110' x 36' Wooden hangar with metal roof and wood floor
Unheated. Hangar door 10'8" x 48'

13. ADMINISTRATION OR OTHER BUILDINGS

Office Building 18' x 18' Two stories
Repair Shop 28' x 28' x 28' Wooden construction

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

27' Telephone and electric pole lines on Route #126.
Trees and house at West and N.W. edges of airport.
30' Electric light pole line and 40' trees on Emerson Street,
East and N. E. of airport.
Stone wall for 500' along East side of N.W.-S.E. direction at
S.E. end.
Brush and scrub growth across S.E. end and running for 200'
along West side of N.W.-S.E. direction.
Brush at South end of N.-S. direction also running for 200'
along West side of same.
Brush and 30' trees along S.W. side of airport.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Except in winter

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Mendon" also North arrow on roof

OTHER MARKINGS None

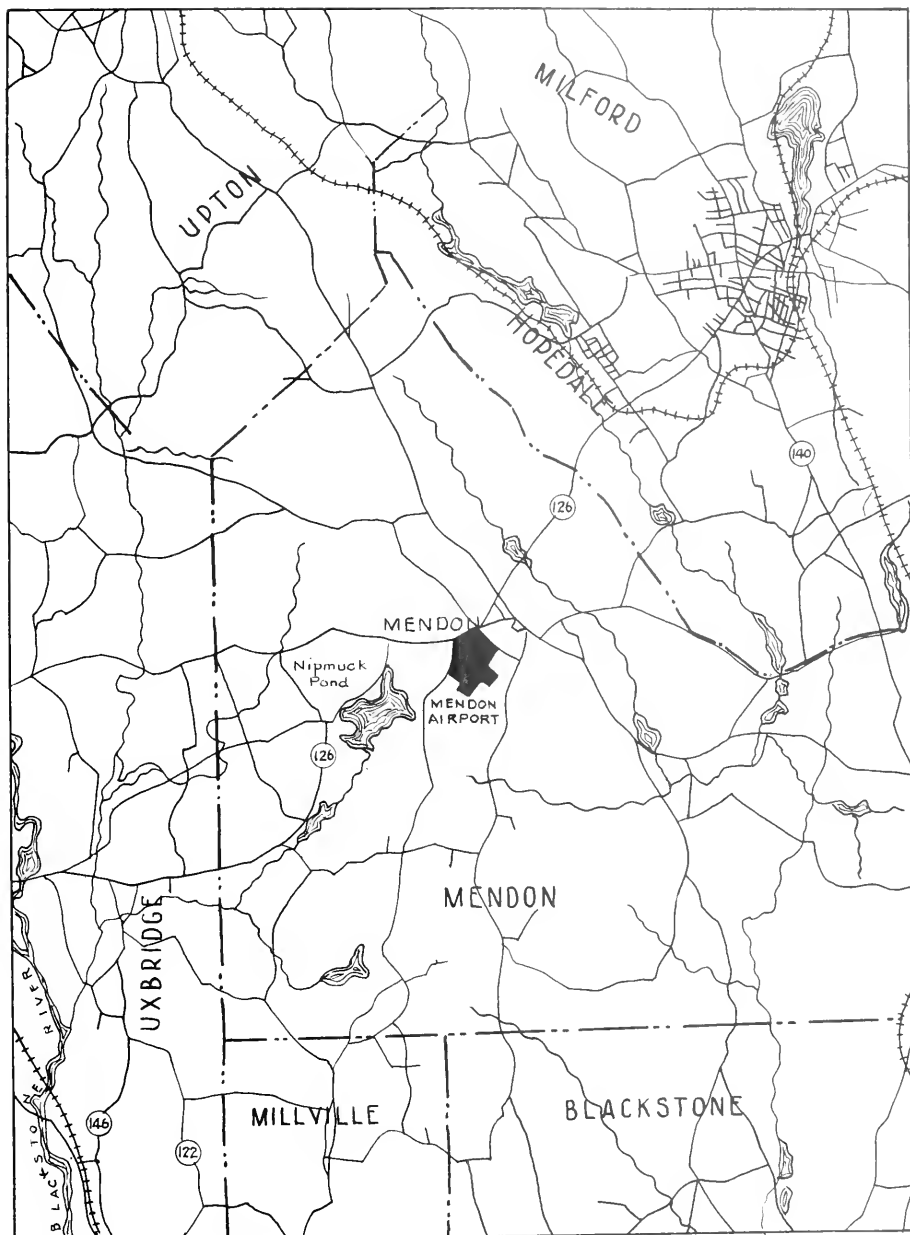
WIND DIRECTION INDICATOR Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

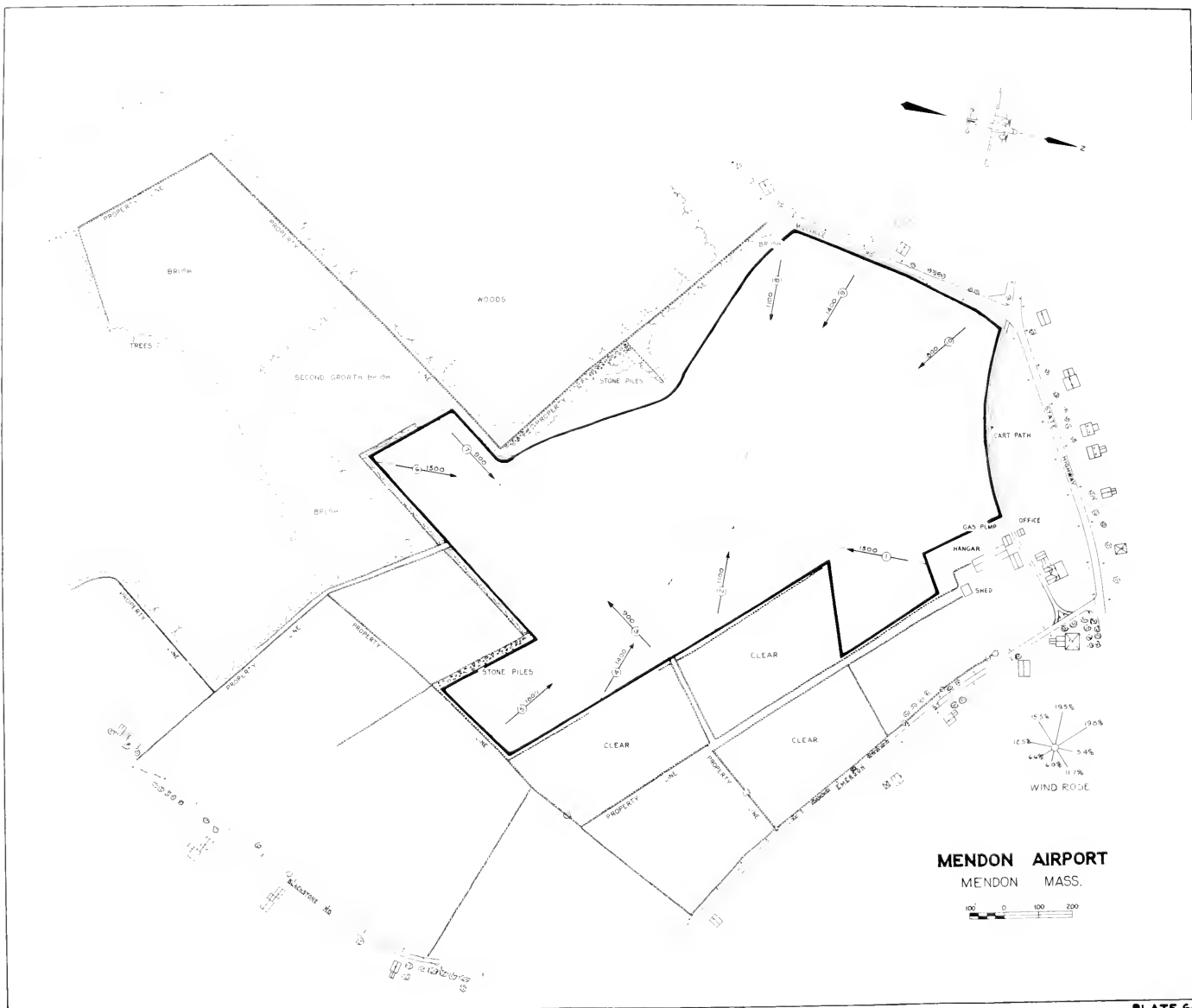
17. LIGHTING

None



LOCATION MAP
MENDON AIRPORT
MENDON MASS





MONTAGUE, MASSACHUSETTS

1. NAME OF AIRPORT Turners Falls Airport CLASS Municipal

OWNER Town of Montague, Mass.

LESSEE None

OPERATOR Town of Montague, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 1 3/4 miles
 S.E. of Turners Falls section of Montague, and 3 1/2 miles East
 of Greenfield

LANDMARKS Bend in Connecticut River to N.W.

AIRLINE DISTANCE FROM CENTER OF CITY 1 3/4 miles to Turners Falls

DISTANCE BY ROAD FROM POST OFFICE 2 miles to Turners Falls Post
 Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Route 2A to Millers
 Falls and Turners Falls on South of field

LATITUDE 42°35'40" LONGITUDE 72°32'00"

ALTITUDE ABOVE SEA LEVEL 350 feet

3. DESCRIPTION

SHAPE Very irregular

TOTAL AREA OF FIELD 227 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 133 Acres

TYPE OF SOIL Sandy loam GRADIENT Level

NATURE OF SURFACE Rolled sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION None

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural and some artificial

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE This airport is under construction and will have service when completed.

SERVICING---Day

Night

REPAIRS

REPAIR FACILITIES---Engine

Aircraft

GASOLINE	Yes, in Turners Falls	OCTANE RATING	73%
ARE SPARE PARTS AVAILABLE	None		
HANGAR STORAGE CHARGES	No storage to date		
ADMINISTRATION BUILDING	No	REST ROOMS	No
IS RAILROAD SIDING AT AIRPORT	No	RESTAURANT	No
TRANSPORTATION TO CITY	None		
FIRST AID	None	FIRE APPARATUS	None

6. COMMUNICATION

TELEPHONE CONNECTION	No
RADIO	No
NEAREST BROADCASTING STATIONS	WBZA - Springfield - 990 K.C. WSPR - Springfield - 1140 K.C.
ARE WEATHER REPORTS AVAILABLE	Yes, by telephone from Boston and Springfield
AIRWAY TELETYPE	No
	VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE			
RAINFALL AVERAGE, inches	36.79	11.60	14.49
TEMPERATURE, maximum	103.0	72.0	103.0
TEMPERATURE, minimum	-22.0	-22.0	28.0

REMARKS: Data furnished by City Engineer at Montague, Mass.
Climatological data taken over a 13 year period.
Wind data taken over unknown period.

8. LANDING STRIPS

One	N-S	500 x 3500 ft.	Rolled sod.
One	E-W	500 x 3000 ft.	Rolled sod.
One	NE-SW	500 x 3250 ft.	Rolled sod.

There is one 2200 ft. diameter all-way circle in center.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

2200 ft. diameter all-way graded and rolled sod circle in center of airport.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None. To be constructed later.

12. HANGARS

None. Proposed.

13. ADMINISTRATION OR OTHER BUILDINGS

None. Proposed.

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

266 ft. hill one mile East of airport, 616 ft. above sea level

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR To be painted on roof

OTHER MARKINGS None

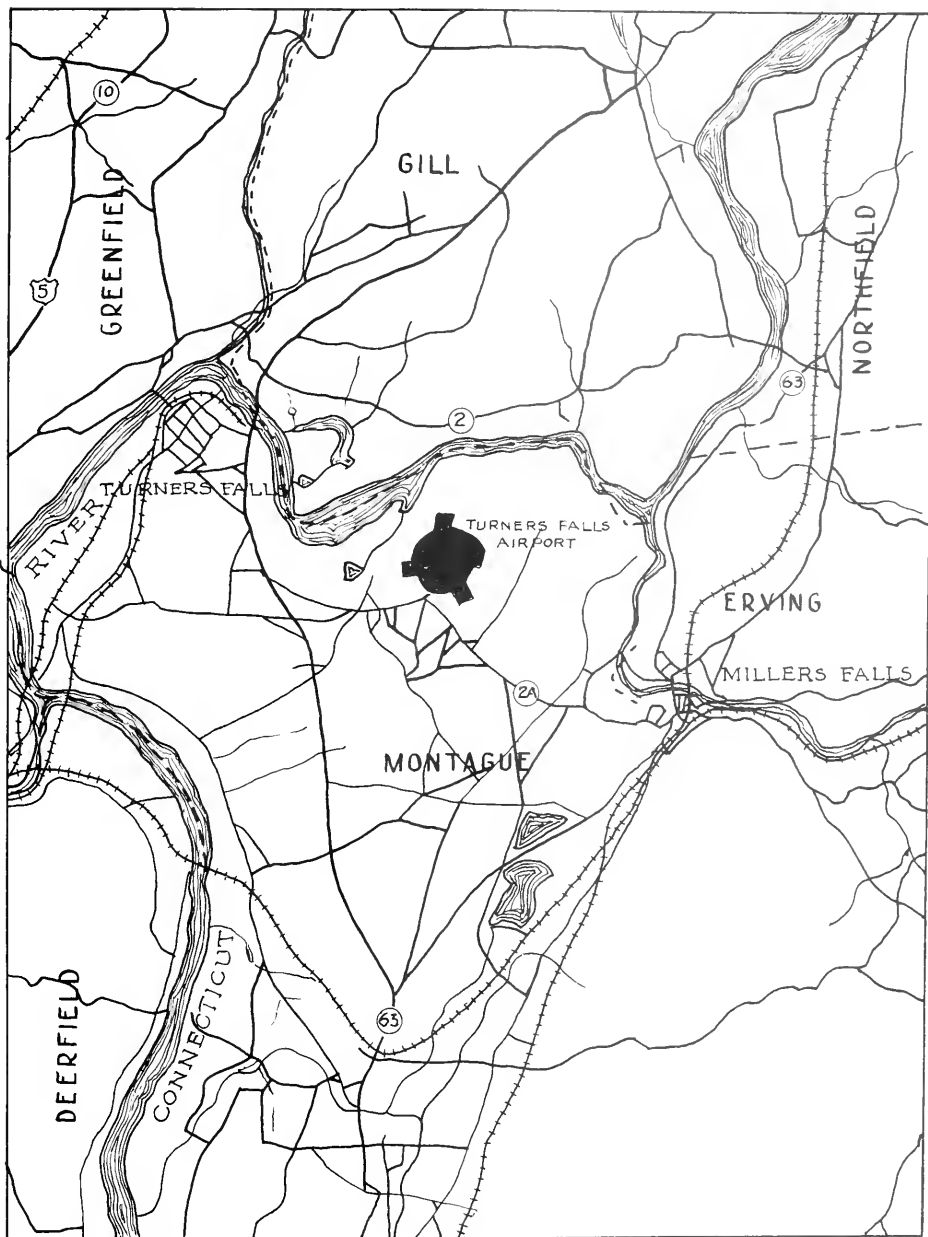
WIND DIRECTION INDICATOR Tee ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

Complete lighting system is planned for use when construction is completed.



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
TURNERS FALLS AIRPORT
MONTAGUE MASS

NANTUCKET, MASSACHUSETTS

1. NAME OF AIRPORT Nobadeer Airport CLASS Commercial
- OWNER Alexander Hagner, Broadview, Warrenton, Virginia
- LESSEE None
- OPERATOR Alexander Hagner, Broadview, Warrenton, Virginia
(Managed by David Robb, Nantucket, Mass. in Summer)

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $2\frac{1}{2}$ miles S.E.

LANDMARKS Two radio towers one mile South of field

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles to Nantucket

DISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{2}$ miles to Nantucket Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN State highway is
3500' North of airport and leads to Nantucket

LATITUDE $41^{\circ}15'24''$ LONGITUDE $70^{\circ}04'00''$
ALTITUDE ABOVE SEA LEVEL 15 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 72 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 45.5 Acres

TYPE OF SOIL Sand GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Yes, to North
and West

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION 1600' East on
land owned by airport, plus 1000' by fill, 1000' West by fill
and 1000' South by grading

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day Yes, during summer only Night No

REPAIRS Minor repairs only during summer

REPAIR FACILITIES---Engine Minor repairs only during summer
Aircraft Minor repairs only during summer

GASOLINE Yes OCTANE RATING 73 and 80%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES Occupied. Outside storage \$1.50 per night

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WNBH - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, from Boston or Newark, N.J.

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	W.	S.W.
PREVAILING WIND PERCENTAGE	<u>23.5</u>	<u>24.8</u>	<u>30.5</u>
RAINFALL AVERAGE, inches	<u>43.17</u>	<u>15.10</u>	<u>13.05</u>
TEMPERATURE, maximum	<u>92.0</u>	<u>68.0</u>	<u>92.0</u>
TEMPERATURE, minimum	<u>-6.0</u>	<u>-6.0</u>	<u>47.0</u>

REMARKS: Data obtained from U. S. Weather Bureau Station at Nantucket.

Climatological data: Annual taken over an 80 year period, winter and summer taken over a 13 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 2250 ft.

N.E. - S.W. 1800 ft.

E. - W. 1100 ft.

N.W. - S.E. 1500 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One hangar, wooden structure, 30' x 50'
 New 100' x 100' hangar planned to be erected in the Spring of 1938.

13. ADMINISTRATION OR OTHER BUILDINGS None

Administration building to be erected.
 At present, use is made of old bus body.

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

50' Telephone pole line and house, barn and silo at N.W. end of airport.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR "Nobadeer"

OTHER MARKINGS "Nobadeer" on barn roof

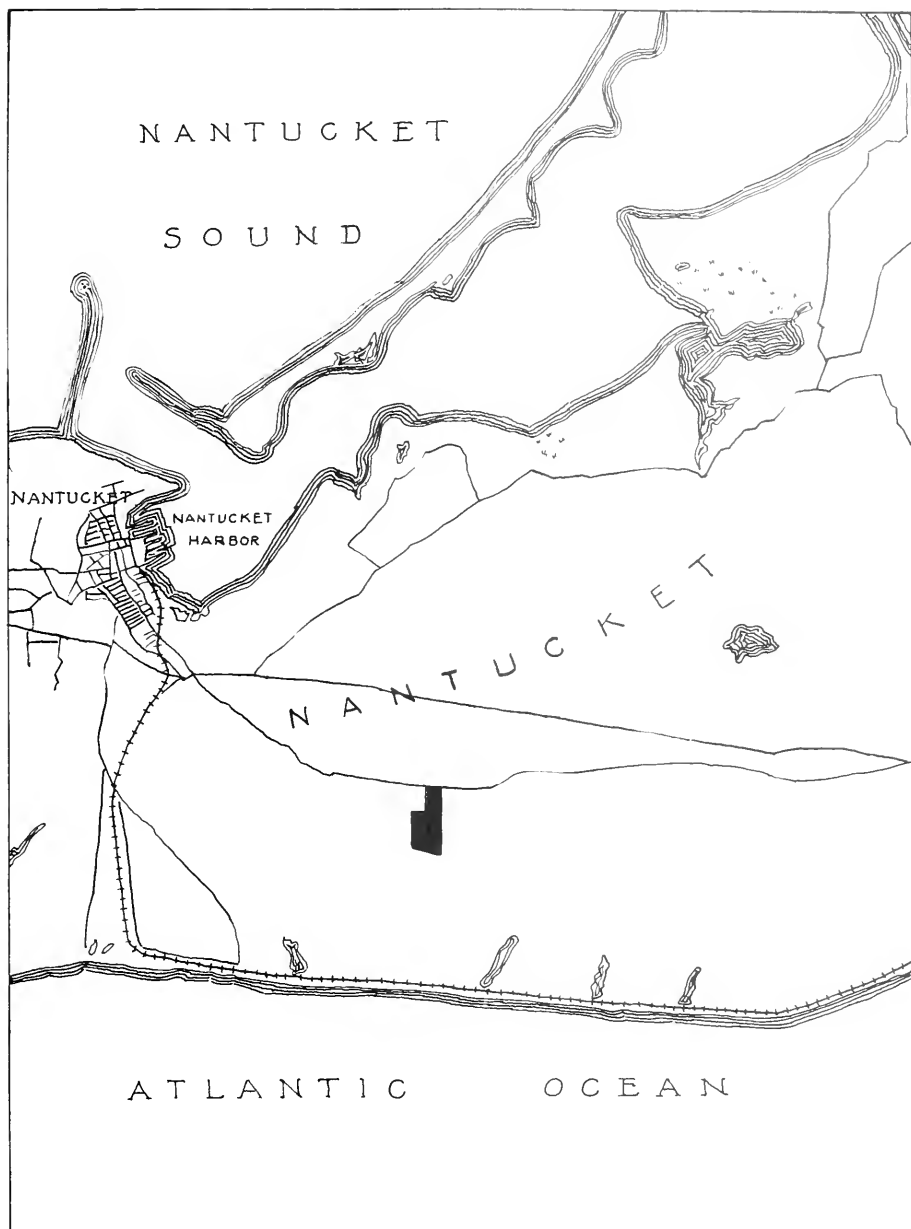
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED Yes

ARE OBSTRUCTIONS MARKED Yes LIGHTED Red obstruction
 light on roof of house

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None, except hangar is floodlighted.



LOCATION MAP
NOBADEER AIRPORT
NANTUCKET MASS

NEW BEDFORD, MASSACHUSETTS

1. NAME OF SEAPLANE OR AMPHIBIAN BASE New Bedford Seaplane Base
(PROPOSED)

CLASS Municipal
OWNER City of New Bedford, Mass.
LESSEE None
OPERATOR City of New Bedford, Mass.

2. DESCRIPTION OF SEAPLANE OR AMPHIBIAN BASE OR ANCHORAGE

DIRECTION AND DISTANCE TO NEAREST CITY $\frac{1}{2}$ mile E. of New Bedford

LATITUDE $41^{\circ}39'00''$ LONGITUDE $70^{\circ}55'30''$

BODY OF WATER IN WHICH LOCATED Acushnet River, New Bedford Harbor

LANDING AND TAKE-OFF AREA Acushnet River is 3900' wide at Seaplane Base and it is 2 miles to New Bedford Harbor and Buzzards Bay. Proposed to keep landing area clear of craft at all times

DEPTH OF WATER: HIGH TIDE 33.6 ft. LOW TIDE 30.0 ft.

CURRENT Tide

OBSTRUCTIONS City of New Bedford buildings

PERIOD BASE IS NOT AVAILABLE FOR USE:

ICE PERIOD

FOG PERIOD

FACILITIES:

RAMP

HAULING OUT EQUIPMENT

MORRING BUOYS, IF AND HOW MARKED

LIGHTS Proposed

SERVICE Proposed

FUEL

COMMUNICATION SYSTEM: Not yet installed

RADIO

TELEPHONE

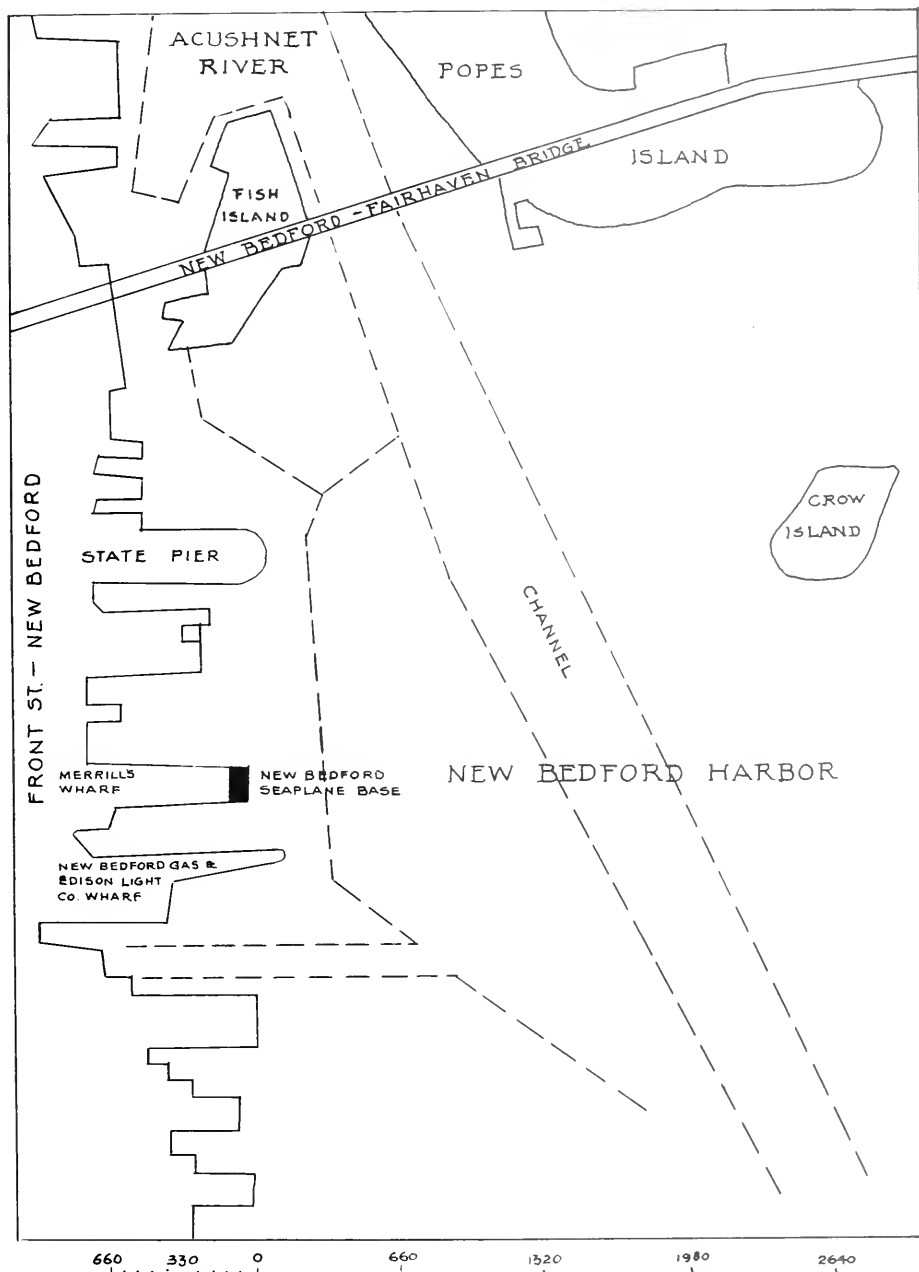
NEAREST BROADCASTING STATION WNEH - New Bedford - 1310 KC

WEATHER REPORTS Yes, by telephone from Boston

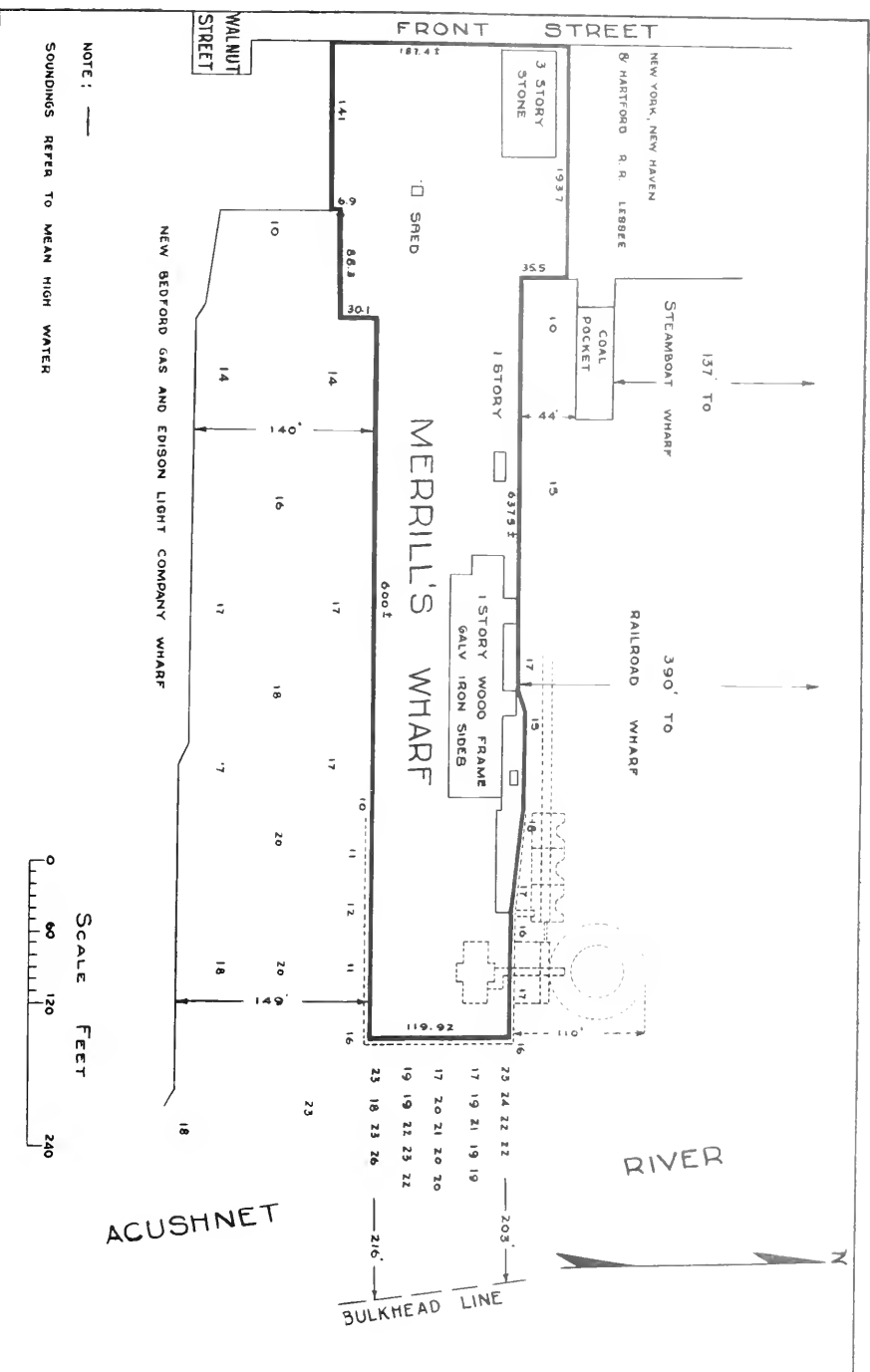
3. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	<u>30.0</u>	<u>43.5</u>	<u>45.5</u>
RAINFALL AVERAGE, inches	<u>41.74</u>	<u>13.54</u>	<u>13.96</u>
TEMPERATURE, maximum	<u>99.0</u>	<u>60.0</u>	<u>99.0</u>
TEMPERATURE, minimum	<u>-12.0</u>	<u>-12.0</u>	<u>40.0</u>

REMARKS: Data obtained from the Weather Station at New Bedford and the U. S. Weather Bureau climatological reports. Climatological data taken over a 13 year period. Wind data taken over a 10 year period.



LOCATION MAP
NEW BEDFORD SEAPLANE BASE
NEW BEDFORD MASS.



PROPOSED SEAPLANE BASE
 BY THE
 CITY OF NEW BEDFORD MASS

PLATE 68

NEWBURY, MASSACHUSETTS

1. NAME OF AIRPORT Plum Island Airport CLASS Commercial
- OWNER Eliza B. Little, Newburyport, Mass.
- LESSEE Warren F. Frothingham, Salisbury, Mass.
- OPERATOR Polando Air Service

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 2 miles S.E.
of Newburyport

LANDMARKS South of Merrimack River Basin

AIRLINE DISTANCE FROM CENTER OF CITY $1\frac{1}{2}$ miles to Newburyport

DISTANCE BY ROAD FROM POST OFFICE 2 miles to Newburyport Post
Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Airport is on South
side of Plum Island Road which leads to Newburyport

LATITUDE $42^{\circ}47'40''$ LONGITUDE $70^{\circ}50'25''$

ALTITUDE ABOVE SEA LEVEL 15 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 19 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 9 Acres

TYPE OF SOIL Sand and gravel GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Yes, fence
and ditch

IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
Yes, by owner

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION West 2000' and
S.E. by fill of ditch and marsh land

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---	<u>Day</u>	Yes		<u>Night</u>	No
REPAIRS	Day only				
REPAIR FACILITIES---	<u>Engine</u>	Minor repairs only			
	<u>Aircraft</u>	Minor repairs only			
GASOLINE	Yes		OCTANE RATING	73%	
ARE SPARE PARTS AVAILABLE		No			
HANGAR STORAGE CHARGES	\$1.50 per 24 hours				
ADMINISTRATION BUILDING	No	REST ROOMS	No	RESTAURANT	No
IS RAILROAD SIDING AT AIRPORT	No				
TRANSPORTATION TO CITY	By taxi				
FIRST AID	Yes		FIRE APPARATUS	Yes	

6. COMMUNICATION

TELEPHONE CONNECTION No
RADIO No
NEAREST BROADCASTING STATIONS WLLH - Lowell - 1370 K.C.
 WLAW - Lawrence 680 K.C.
ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

STEOLOGICAL DATA	Annual	Winter	Summer
PREVAILING WIND DIRECTION	N.W.	N.W.	S.E.
PREVAILING WIND PERCENTAGE	22.2	32.0	21.2
RAINFALL AVERAGE, inches	37.99		
TEMPERATURE, maximum	104.0	71.0	104.0
TEMPERATURE, minimum	-19.0	-19.0	31.0

REMARKS: Data obtained from Coast Guard Station #20 and from the climatological reports of the U. S. Weather Station at Haverhill, Mass. Climatological data taken over an 8 year period. Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

E. - W.	1600 ft.
N. - S.	1100 ft.
N.W. - S.E.	1100 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 43' x 43' Wooden hangar with metal sides and gravel floor

13. ADMINISTRATION OR OTHER BUILDINGS

None

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

30' Pole line on East border of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR No

OTHER MARKINGS Burley & Stevens Factory, $2\frac{1}{2}$ miles N. W. of airport, has directional arrow to airport and "Newburyport" on roof

WIND DIRECTION INDICATOR 8' Cone ILLUMINATED Yes

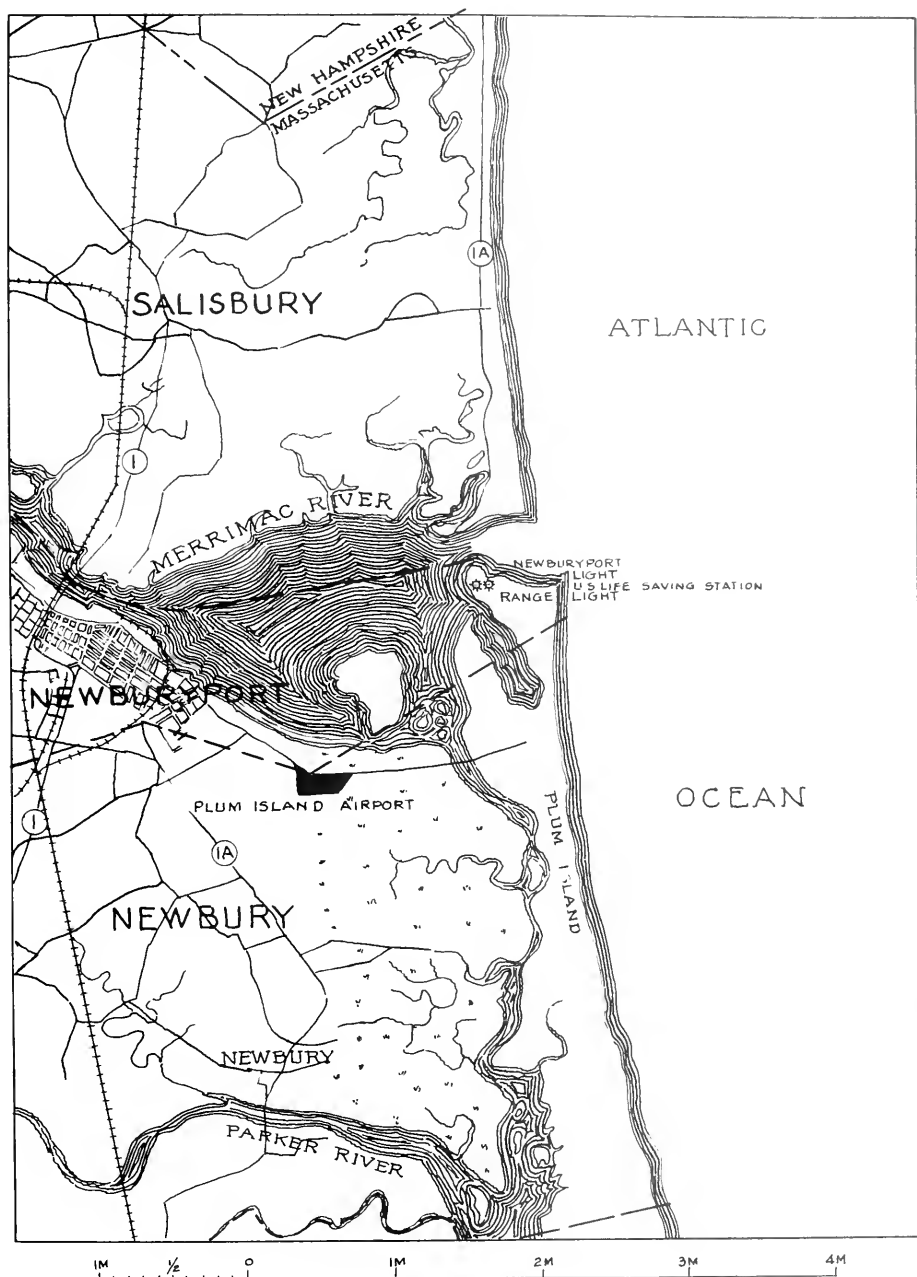
ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

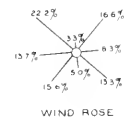
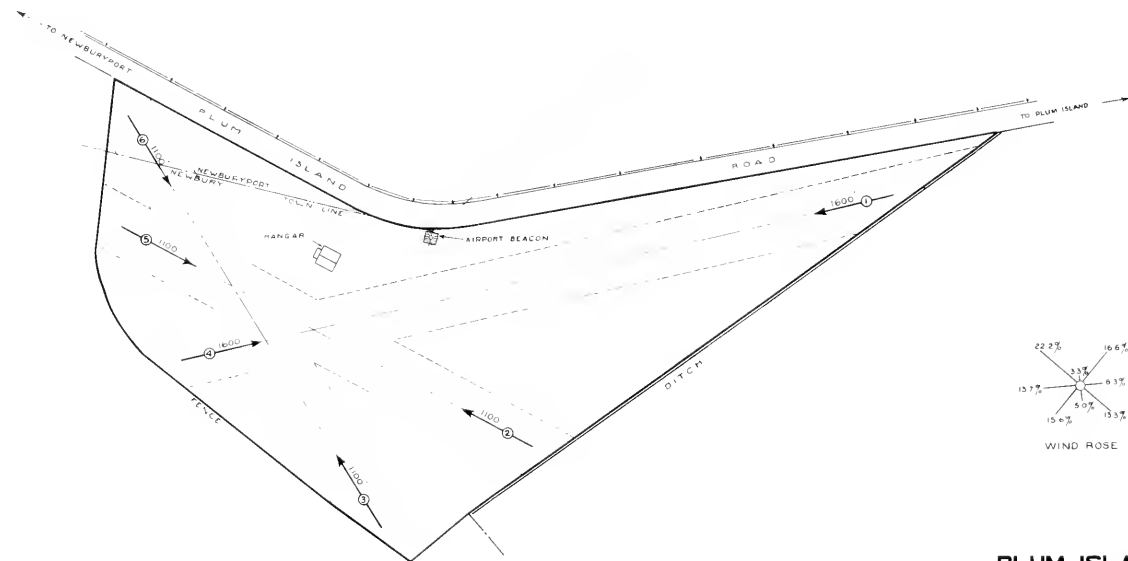
17. LIGHTING

Code beacon, code ...- in center of Easterly side of field

No other lighting except wind cone.



LOCATION MAP
PLUM ISLAND AIRPORT
NEWBURY MASS



PLUM ISLAND AIRPORT
NEWBURY, MASS.



NORTH ANDOVER, MASSACHUSETTS

1. NAME OF AIRPORT Lawrence Airport CLASS Municipal
 OWNER City of Lawrence, Mass.
 LESSEE
 OPERATOR (Airport under construction)

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY

2 $\frac{1}{2}$ miles N. E. of Lawrence

LANDMARKS Between Merrimac River and Great Pond

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles from Lawrence

DISTANCE BY ROAD FROM POST OFFICE 2 $\frac{1}{2}$ miles from Lawrence Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Road from airport to Route 125 to Lawrence

LATITUDE 42°43'00" LONGITUDE 71°07'00"
 ALTITUDE ABOVE SEA LEVEL 155 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 315 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 38.8 Acres

TYPE OF SOIL Clay and gravel GRADIENT 1.5%

NATURE OF SURFACE Sod, and to have macadam runways with clay and gravel shoulders

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION None

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural with some concrete and tile drains

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No IS FIELD USEABLE DURING THAWS Yes

IS FIELD SUBJECT TO PERIODIC FLOODING No

5. SERVICE No service until completedSERVICING---Day Night

REPAIRS

REPAIR FACILITIES---EngineAircraft

GASOLINE

OCTANE RATING

ARE SPARE PARTS AVAILABLE

HANGAR STORAGE CHARGES

ADMINISTRATION BUILDING

REST ROOMS

RESTAURANT

IS RAILROAD SIDING AT AIRPORT

No

TRANSPORTATION TO CITY

By taxi, 50¢, 10 minutes

FIRST AID

FIRE APPARATUS

6. COMMUNICATION No communication until completed

TELEPHONE CONNECTION

RADIO

NEAREST BROADCASTING STATIONS

WLLH - Lowell - 1370 K.C.

WLAW - Lawrence 680 K.C.

ARE WEATHER REPORTS AVAILABLE

Yes

AIRWAY TELETYPE

VISUAL TRAFFIC CONTROL

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>	
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	27.0	32.8	21.8	23.0
RAINFALL AVERAGE, inches	41.67	14.99	14.30	
TEMPERATURE, maximum	102.0	69.0	102.0	
TEMPERATURE, minimum	-20.0	-20.0	32.0	

REMARKS: Data obtained from Cooperative Weather Station at Lawrence and climatological reports of U. S. Weather Bureau Climatological data taken over a 13 year period.
Wind data taken over a 11 year period.

8. LANDING STRIPS

One N.W. - S.E. 3000' x 300' Macadam 100'. Rest gravel and clay
One N.E. - S.W. 2800' x 300' Macadam 100'. Rest gravel and clay

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None

10. RUNWAYS

One NW - SE 2850' x 100' Stabilized base and crushed stone top

One NE - SW 2600' x 100' Stabilized base and crushed stone top

11. APRONS AND TAXIWAYS

Taxi Strips between Runways 50' x 1200' Macadam. 75' of gravel on each side. Area square yards 6,666. Good condition.

12. HANGARS

No hangars until completed

13. ADMINISTRATION OR OTHER BUILDINGS

No buildings until completed

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Trees at S. W. end of N.E. - S.W. Runways, 50' to 60' high and pole line lower than trees.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION No markings until completed

STANDARD CIRCLE

NAME PAINTED ON HANGAR

OTHER MARKINGS

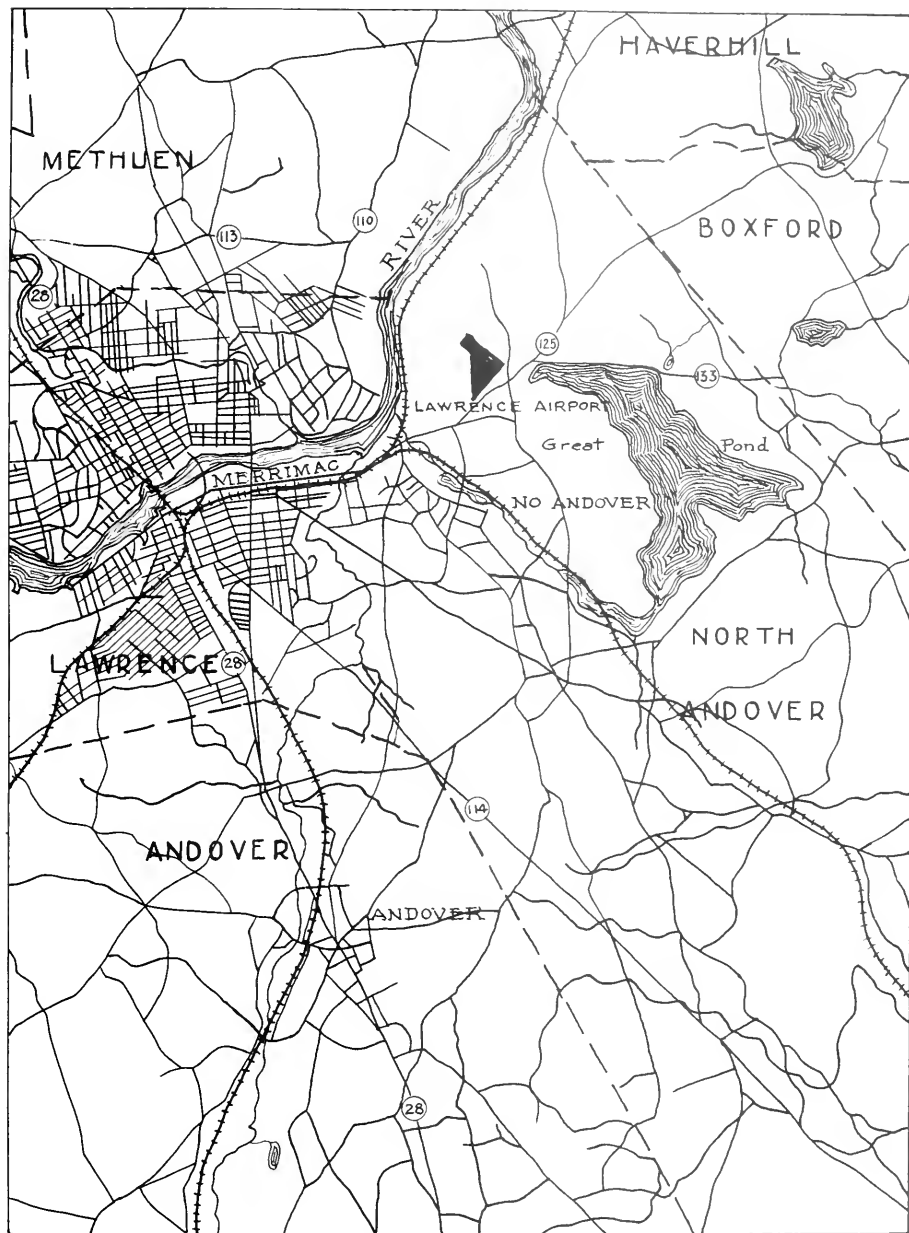
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED

ARE OBSTRUCTIONS MARKED LIGHTED

ARE LANDING STRIPS OR RUNWAYS LIGHTED

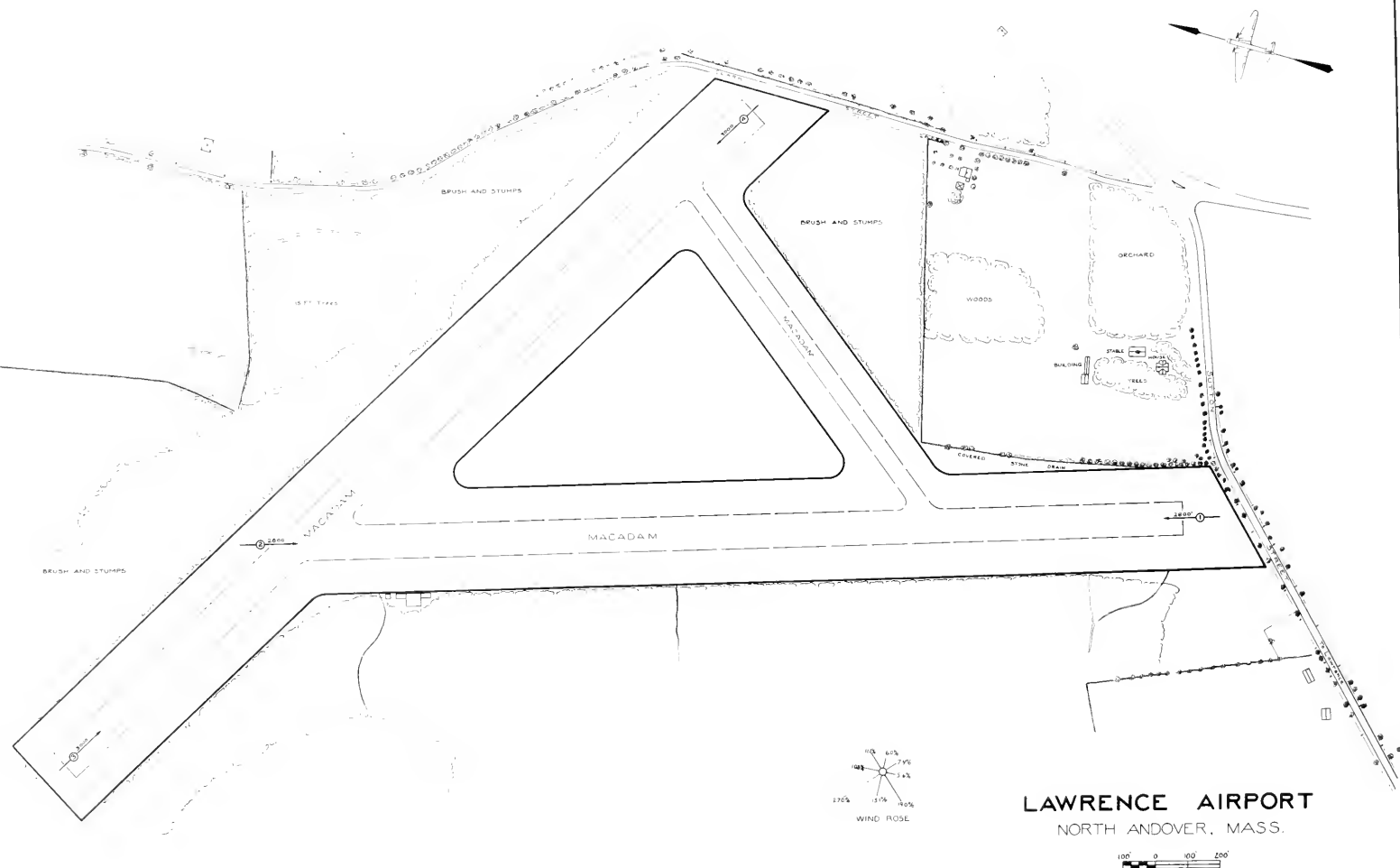
17. LIGHTING

No lighting until completed.



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
LAWRENCE AIRPORT
NORTH ANDOVER MASS



NORTHAMPTON, MASSACHUSETTS

1. NAME OF AIRPORT LaFleur Airport CLASS Commercial
 OWNER L. L. LaFleur, King Street, Northampton, Mass.
 LESSEE LaFleur Airport & Flying Service, Inc., Northampton
 OPERATOR L. L. LaFleur MANAGER Donald Hood, Northampton

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 3/5 mile N.E.

LANDMARKS 3 Steel bridges to N.W. Fairground and race track to S.W. Connecticut River is North of airport.

AIRLINE DISTANCE FROM CENTER OF CITY 3/5 mile N.E.

DISTANCE BY ROAD FROM POST OFFICE 1 mile

NAME AND LOCATION OF ROAD TO NEAREST TOWN Dirt road from airport to Route #9 to Northampton.

LATITUDE 42°19'30" LONGITUDE 72°36'36"

ALTITUDE ABOVE SEA LEVEL 120 feet

3. DESCRIPTION

SHAPE Very irregular

TOTAL AREA OF FIELD 58 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 49 Acres

TYPE OF SOIL Sandy loam GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION

South 1 mile, North 1000 ft., and West 1500 ft.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No, except during flood periods as in the Spring of 1936

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day Yes Night Yes

REPAIRS Day and night

REPAIR FACILITIES---Engine Minor only

Aircraft Minor only

GASOLINE Yes OCTANE RATING 74 and 82%

ARE SPARE PARTS AVAILABLE For minor repairs only

HANGAR STORAGE CHARGES \$1.50 to \$2.00 per night

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi, 50¢, 5 minutes. By bus, 10¢.

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO C. N. DeRose, W1CNO, Amateur Radio Station N.E. of field
operated on 10 and 160 M bands

NEAREST BROADCASTING STATIONS WSPR - Springfield - 1140 K.C.
WBZA - Springfield - 990 K.C.

ARE WEATHER REPORTS AVAILABLE By radio and telephone from Albany
Boston and Springfield

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	S.E.
PREVAILING WIND PERCENTAGE	27.4	35.5	22.2
RAINFALL AVERAGE, inches	41.68	12.96	16.24
TEMPERATURE, maximum	100.0	74.0	100.0
TEMPERATURE, minimum	-22.0	-22.0	26.0

REMARKS: Data obtained from U. S. Weather Bureau Station at
Amherst College, and climatological reports of the
U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 13 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 2400 ft.
E. - W. 2000 ft.
N. - S. 850 ft.
N.E. - S.W. 1100 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 64' x 64' Wooden hangar with cement floor
 Hangar door 62' x 10'. Unheated.

13. ADMINISTRATION OR OTHER BUILDINGS

One 28' x 14' x 8' Wooden building abutting hangar

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

50 ft. radio antenna poles N. E. of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Northampton" on roof

OTHER MARKINGS "LaFleur Airport" on side of hangar and on roof.

WIND DIRECTION INDICATOR 14 ft. Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

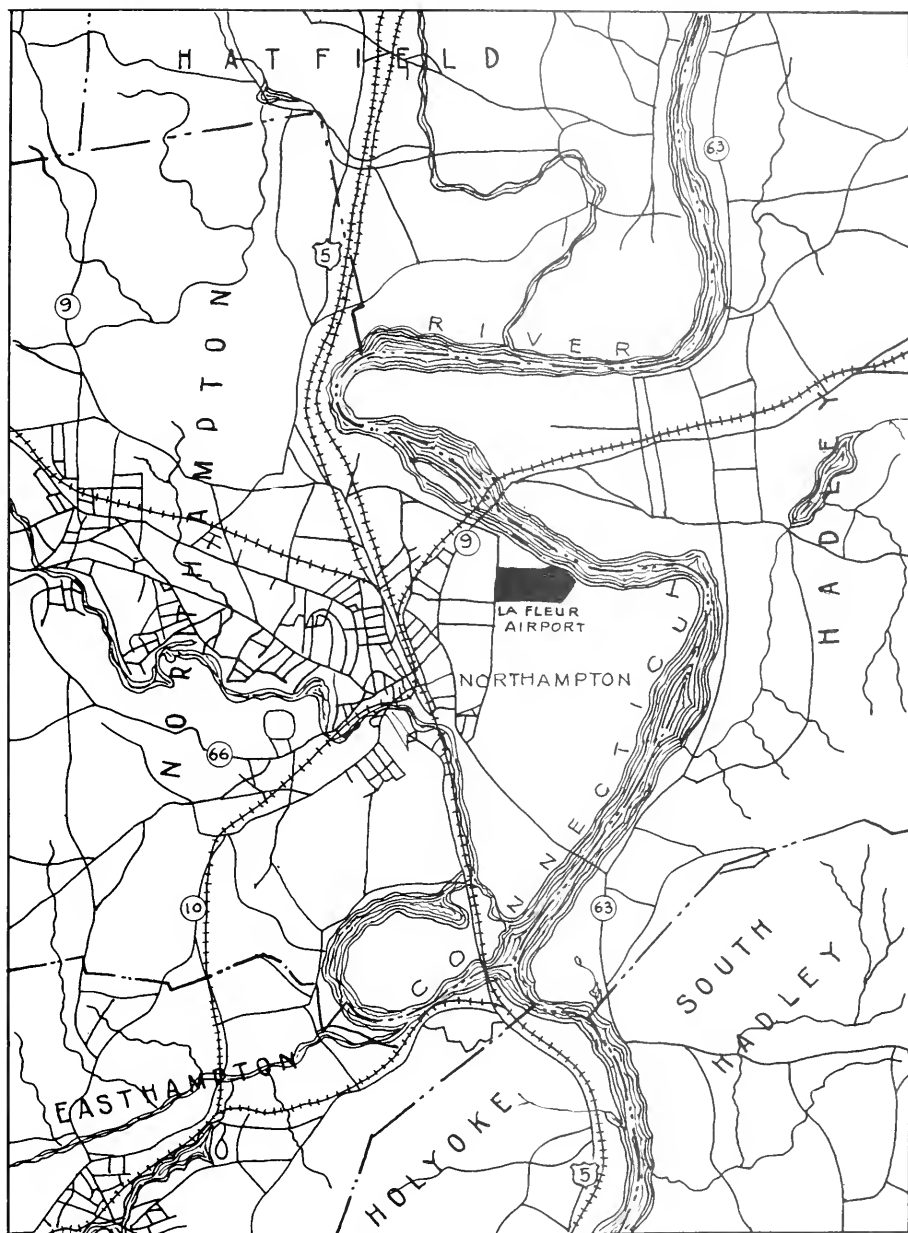
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

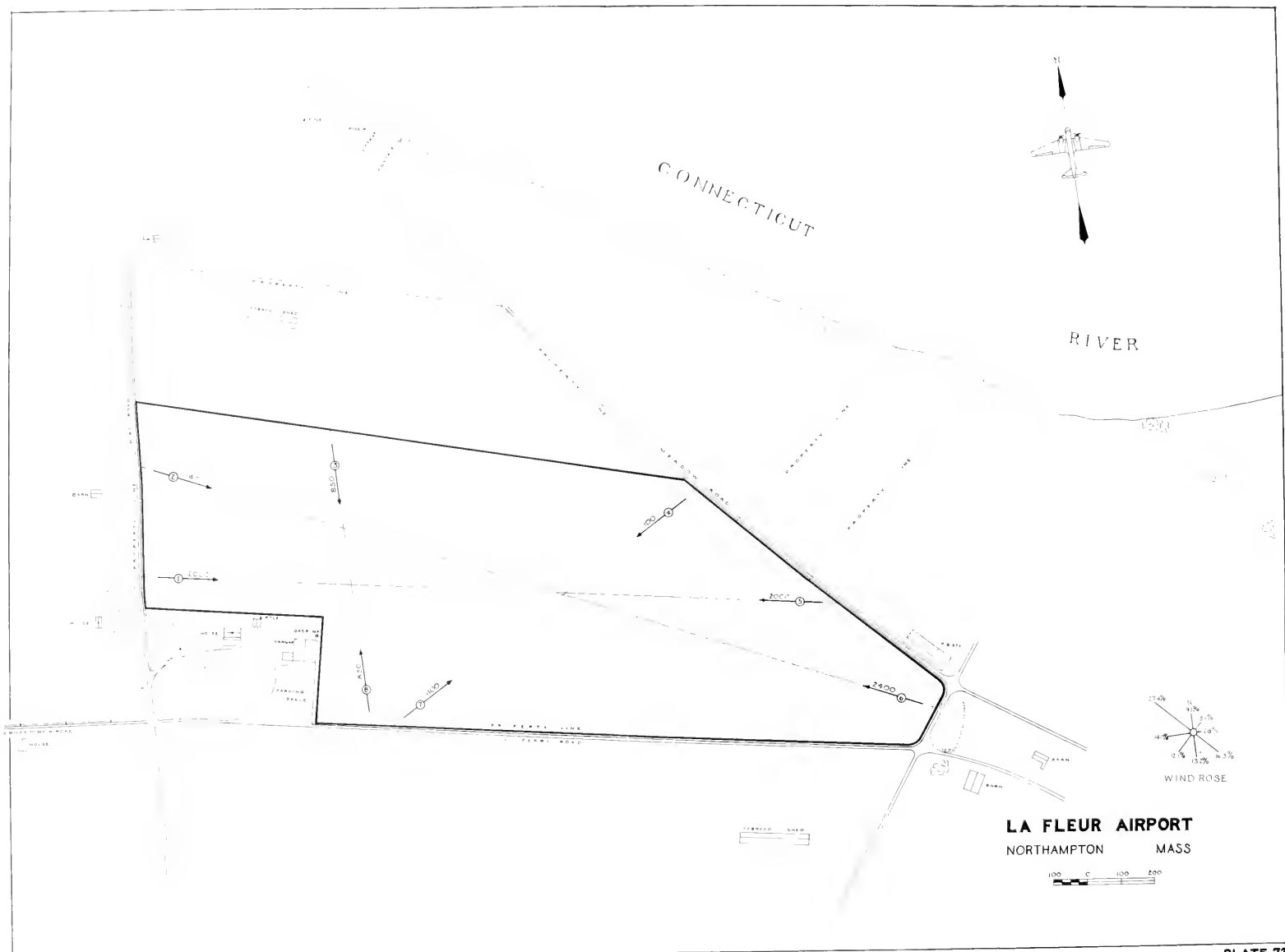
One, 16", 500 watt fixed single end beacon mounted on hangar and used as a floodlight. 500 Watt floodlights on either side of hangar.

18. REMARKS:

Taxiway to the river from airport with sheltered cove for seaplane anchorage.



LOCATION MAP
LA FLEUR AIRPORT
NORTHAMPTON MASS



ORANGE, MASSACHUSETTS

1. NAME OF AIRPORT Orange and Athol Airport CLASS Municipal

OWNER Towns of Athol and Orange
 LESSEE George W. Lake, Athol, Mass.
 OPERATOR George W. Lake, Athol, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $3\frac{1}{2}$ miles
 S.W. of Athol and $2\frac{1}{2}$ miles S.E. of Orange

LANDMARKS None

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles from Orange

DISTANCE BY ROAD FROM POST OFFICE 2 miles from Orange Post
 Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN E. River Street to
 Orange and Athol on East side of field

LATITUDE $42^{\circ}34'00''$ LONGITUDE $72^{\circ}17'00''$
 ALTITUDE ABOVE SEA LEVEL 550 feet

3. DESCRIPTION

SHAPE Very irregular

TOTAL AREA OF FIELD 107.5 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 80 Acres

TYPE OF SOIL Gravel GRADIENT 3.5% on North portion and
 .9% average on remainder

NATURE OF SURFACE Sod and gravel

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION None

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No, except in extreme
 floods as in 1936

IS FIELD USEABLE DURING THAWS Yes

5. SERVICESERVICING---Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine NoAircraft No

GASOLINE Yes, in Orange and Athol OCTANE RATING 73 and 80%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$1.00 per night. \$8.00 per month.

ADMINISTRATION BUILDING Yes REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY None

FIRST AID No

FIRE APPARATUS None

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO None

NEAREST BROADCASTING STATIONS WTAG - Worcester - 580 K.C.
WORC - Worcester - 1280 K.C.

ARE WEATHER REPORTS AVAILABLE By telephone from Boston and Springfield.

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.
PREVAILING WIND PERCENTAGE	<u>43.5</u>	<u>51.3</u>	<u>35.4</u>
RAINFALL AVERAGE, inches	<u>43.61</u>	<u>15.45</u>	<u>14.97</u>
TEMPERATURE, maximum	<u>98.0</u>	<u>73.0</u>	<u>98.0</u>
TEMPERATURE, minimum	<u>-16.0</u>	<u>-16.0</u>	<u>29.0</u>

REMARKS: Data obtained from Fitchburg Sewage Disposal Plant, Lunenburg, Mass., and climatological reports from the U. S. Weather Bureau.

Climatological data taken over a 13 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 2700 ft.

E. - W. 2500 ft.

N.W. - S.E. 2300 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 35' x 20' with 35' x 12' door. Wood with dirt floor
 One 50' x 20' with 50' x 12' door. Wood with dirt floor
 One (private) (Estey) Not heated.

13. ADMINISTRATION OR OTHER BUILDINGS

Office 12' x 12' x 8' Wood

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

40' Pole line to North on East River Street
 Trees surround entire field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR No

OTHER MARKINGS None

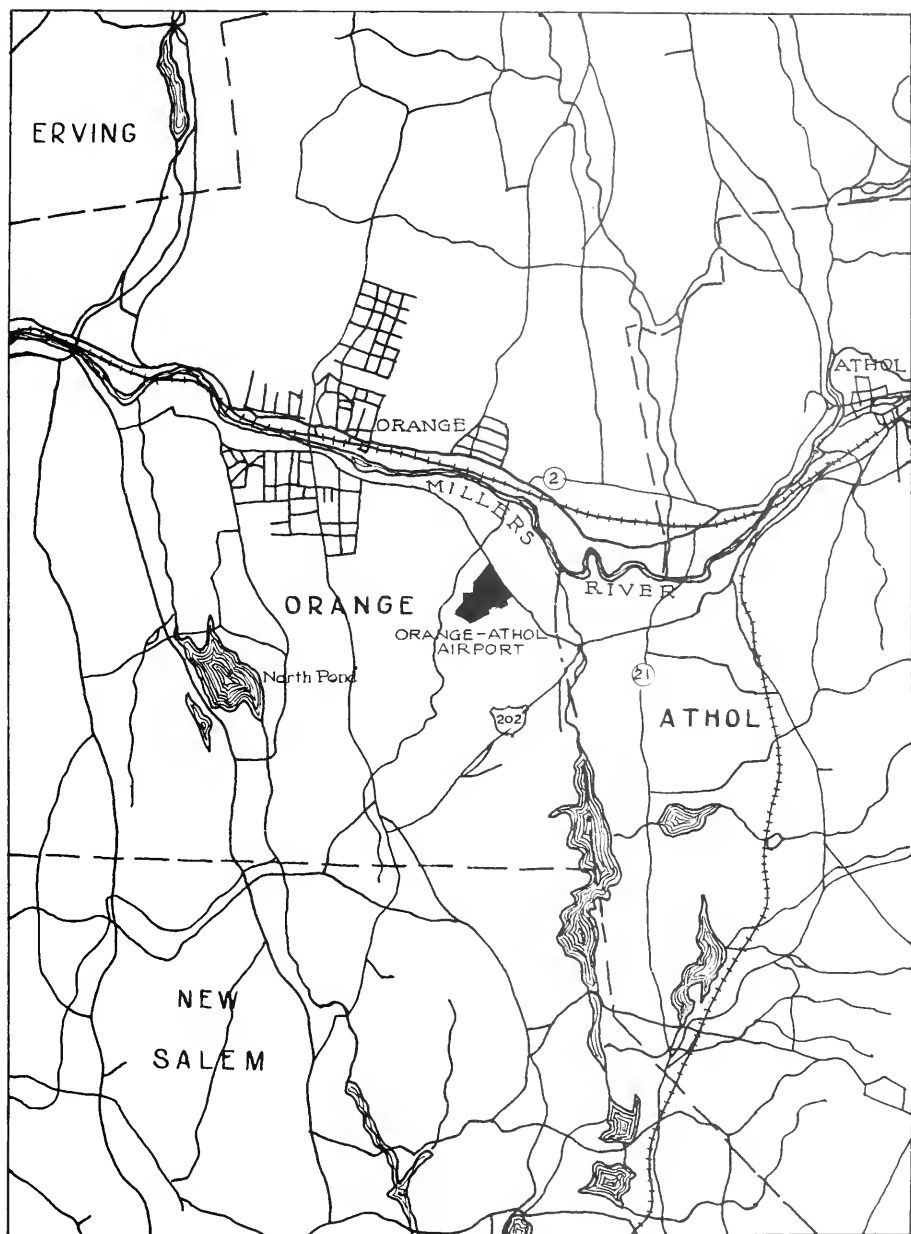
WIND DIRECTION INDICATOR 3' Vane ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

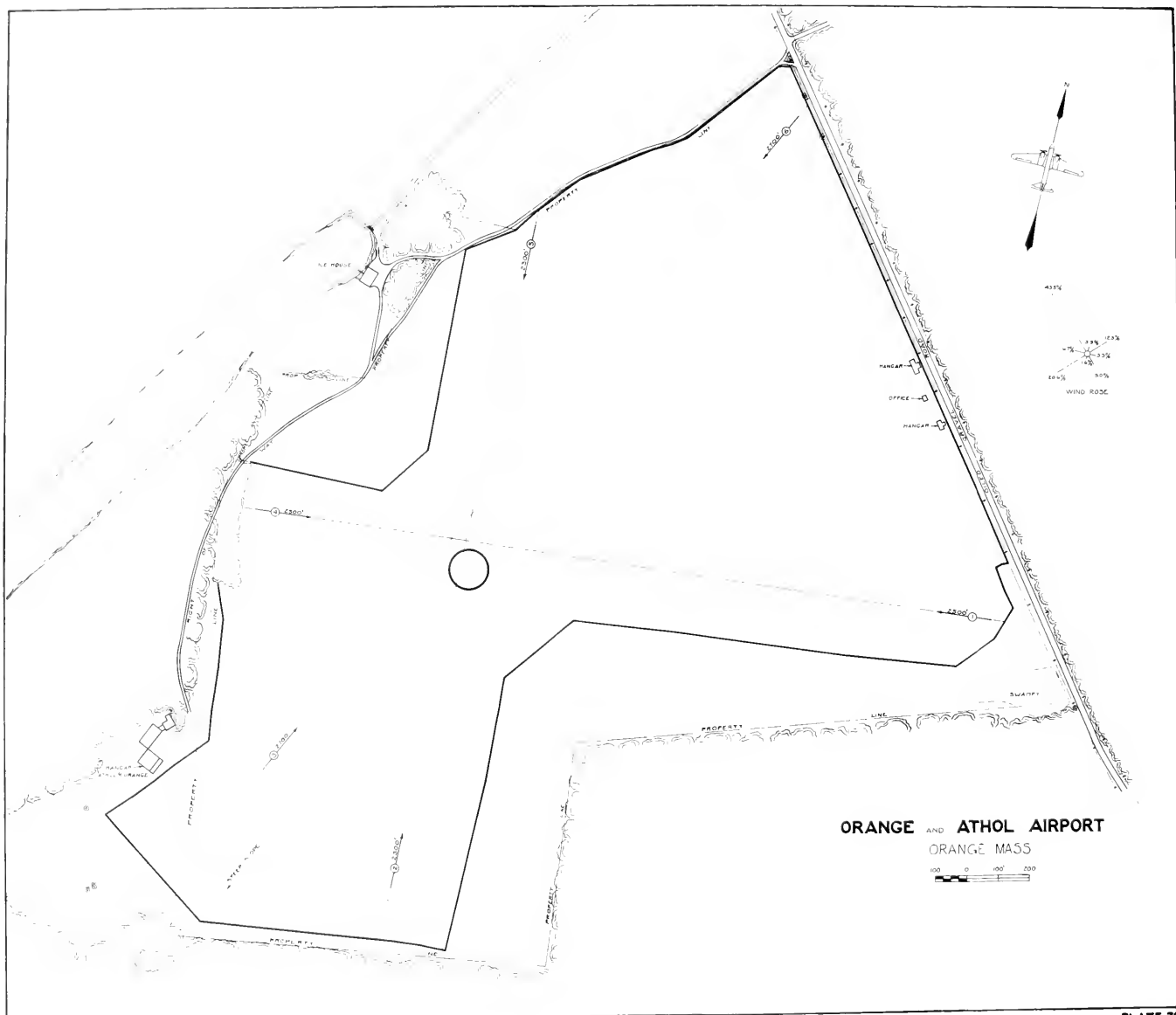
17. LIGHTING

None



LOCATION MAP
 ORANGE — ATHOL AIRPORT
 ORANGE MASS





PALMER, MASSACHUSETTS

1. NAME OF AIRPORT Valley Airport CLASS Commercial
 OWNER John Tobias, Valley Airport, Old Enfield Rd., Palmer, Mass.
 LESSEE Hagberg Flying Service, Old Enfield Road, Palmer, Mass.
 OPERATOR Hagberg Flying Service, Old Enfield Road, Palmer, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 7 miles
 North of Palmer and 6 miles S.W. of Ware

LANDMARKS Pattaquattic Hill $1\frac{1}{2}$ miles E. Pattaquattic Pond 1 mile
 S.S.E. Forest Lake $1\frac{1}{2}$ miles S.S.E. Enfield Dike $\frac{1}{4}$
 miles N. Boston & Albany Railroad and Ware River on E.
 boundary.

AIRLINE DISTANCE FROM CENTER OF CITY 5 miles from Palmer and 4.5
 miles from Ware

DISTANCE BY ROAD FROM POST OFFICE 7 miles from Palmer and 5
 miles from Ware Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Adjacent to Route #32,
 Ware to Palmer

LATITUDE $42^{\circ}13'00''$ LONGITUDE $72^{\circ}19'00''$

ALTITUDE ABOVE SEA LEVEL 400 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 47 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 26 Acres

TYPE OF SOIL Gravel GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION N., E and W if
 road is relocated.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICESERVICING---Day Yes, on call from Springfield Night NoREPAIRS Days onlyREPAIR FACILITIES---Engine Major and minorAircraft Major and minor

GASOLINE Yes OCTANE RATING 73 and 80%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$10.00 to \$15.00 per month

ADMINISTRATION BUILDING No REST ROOMS Yes RESTAURANT Yes

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi to Palmer, \$2.25, 15 minutes.

FIRST AID Emergency kit only FIRE APPARATUS Hand extinguishers

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WBZA - Springfield - 990 K.C.

WSFR - Springfield - 1140 K.C.

WORC - Worcester - 1280 K.C.

WTAG - Worcester - 580 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Airway

Weather Station at Springfield Airport

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.
PREVAILING WIND PERCENTAGE	19.4		
RAINFALL AVERAGE, inches	45.13	14.36	15.50
TEMPERATURE, maximum	99.0	70.1	99.0
TEMPERATURE, minimum	-20.0	-20.0	33.0

REMARKS: Data compiled with the assistance of the staff of Clark University Weather Station at Worcester and from the climatological reports of the U. S. Weather Bureau. Climatological data taken over a 13 year period. Wind data taken over a 15 year period.

8. LANDING STRIPS None9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 1550 ft.
 N. W. - S.E. 1150 ft.
 N. E. - S.W. 1600 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 50' x 70' Wooden hangar, dirt floor, unheated.
Hangar door 70' x 12'

13. ADMINISTRATION OR OTHER BUILDINGS

Office Building 12' x 12' x 8' Wooden construction
(Ell on hangar)

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

60' Trees to South. Hangar, house and farm buildings to West.
50' Trees to N. E. Hill 200' above level of field, 1500' North

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Except during winter

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR "Valley Airport" "Palmer, Mass."
on roof.

OTHER MARKINGS None

WIND DIRECTION INDICATOR 10' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

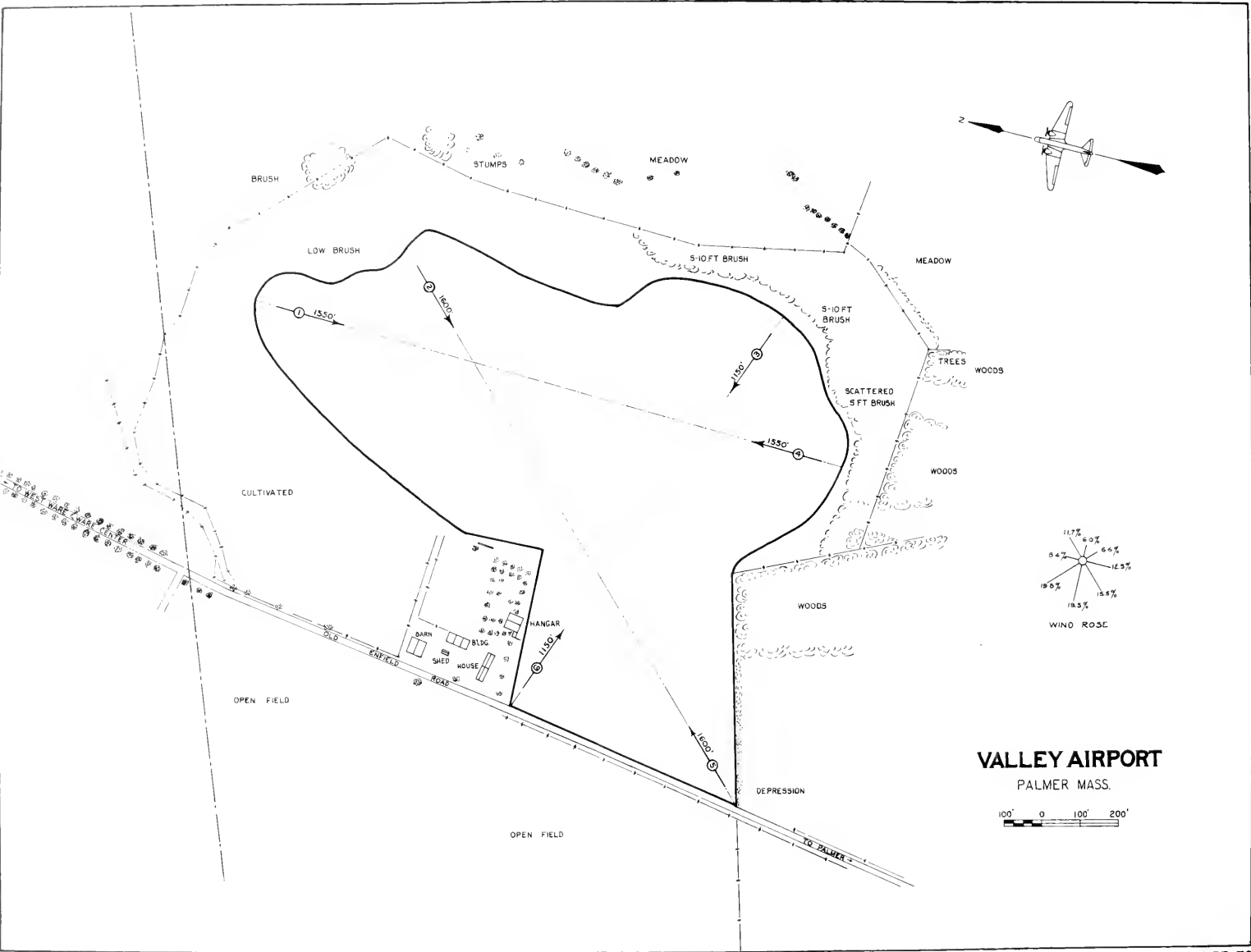
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None



LOCATION MAP
VALLEY AIRPORT
PALMER MASS



VALLEY AIRPORT
PALMER MASS.



OWNER	Pittsfield Airport Corp.	(Department of Commerce Intermediate Site No. 3)
LESSEE	Bureau of Air Commerce	
OPERATOR		

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 1.0 mile S.W.
of Pittsfield line

LANDMARKS Hill 1870 ft. 1.0 mile South. Hill 1360 ft. 1.0 mile
E. S. E.

AIRLINE DISTANCE FROM CENTER OF CITY 2.25 miles from Pittsfield

DISTANCE BY ROAD FROM POST OFFICE 2.5 miles from Pittsfield Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Road adjacent to air-
port leads to Pittsfield

LATITUDE 42°25'45" LONGITUDE 73°17'20"
ALTITUDE ABOVE SEA LEVEL 1100 feet

SHAPE	Cross or T	DIMENSIONS	
-------	------------	------------	--

TOTAL AREA OF FIELD 14 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF Landing strips only

TYPE OF SOIL Loam and gravel GRADIENT 1% to East

NATURE OF SURFACE	Sod
-------------------	-----

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR -

IS THIS PROPERTY ZONED -

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION South 1000'

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Stone drains

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD - FIELD USEABLE DURING THAWS -

IS FIELD SUBJECT TO PERIODIC FLOODING -

5. SERVICE

SERVICING---Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine No

Aircraft No

GASOLINE Yes OCTANE RATING -

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES -

ADMINISTRATION BUILDING - REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT -

TRANSPORTATION TO CITY Yes

FIRST AID No FIRE APPARATUS No

6. COMMUNICATION

TELEPHONE CONNECTION Nearby

RADIO No

NEAREST BROADCASTING STATIONS WBZA - Springfield - 990 K.C.
WSFR - Springfield - 1140 K.C.

ARE WEATHER REPORTS AVAILABLE Albany

AIRWAY TELETYPE - VISUAL TRAFFIC CONTROL -

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	W.	W.
PREVAILING WIND PERCENTAGE	32.2	26.1	39.0
RAINFALL AVERAGE, inches	40.38	11.89	15.60
TEMPERATURE, maximum	101.0	73.0	101.0
TEMPERATURE, minimum	-23.0	-23.0	28.0

REMARKS: Climatological data taken over a 10 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

N.W. - S.E. 300 ft. x 2600 ft.
N. - S. 300 ft. x 1650 ft.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None

13. ADMINISTRATION OR OTHER BUILDINGS

None

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

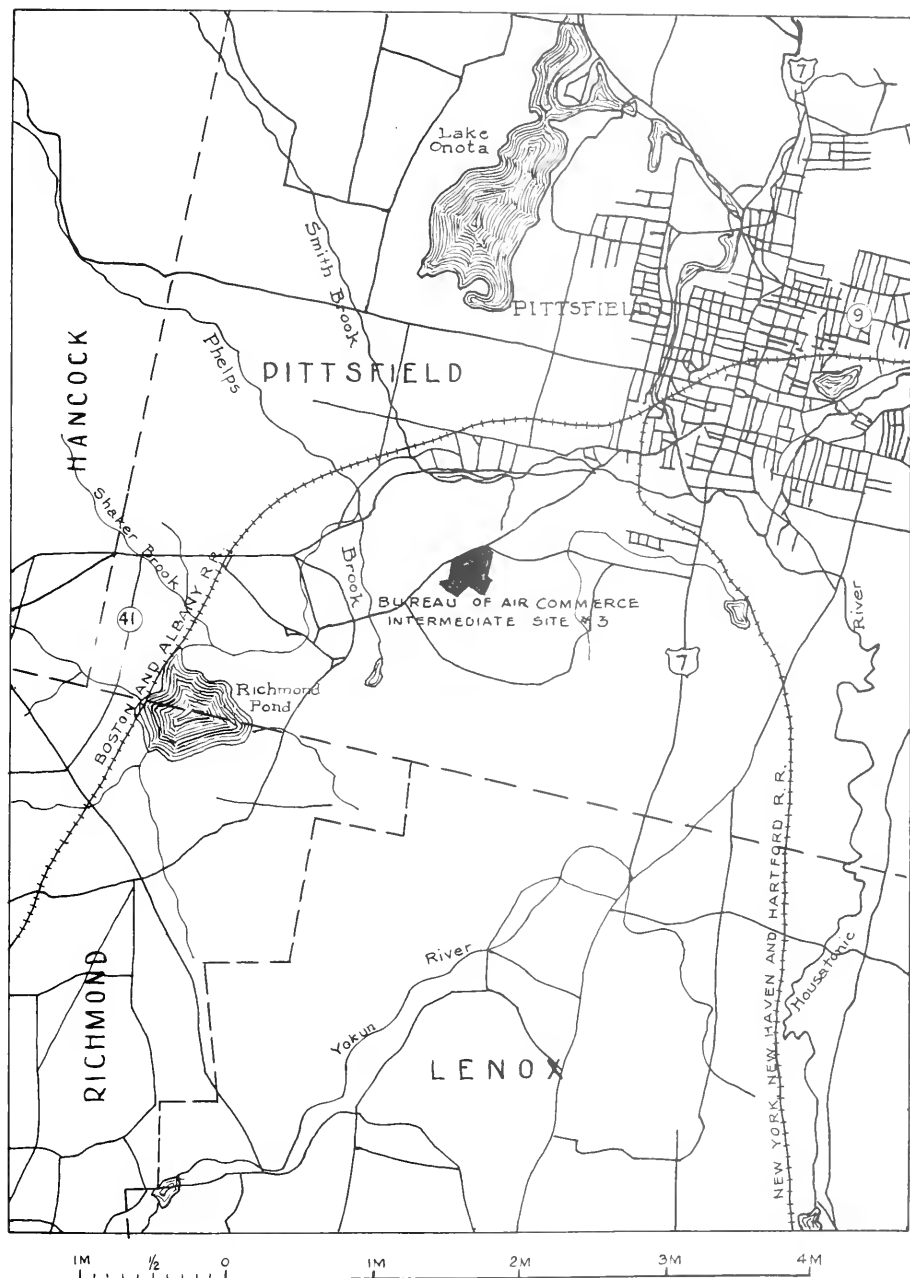
N., N.W. and S.W., houses, pole line and trees on highway.
S.E. trees.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES -16. MARKING AND IDENTIFICATION

STANDARD CIRCLE	Yes		
NAME PAINTED ON HANGAR	-		
OTHER MARKINGS	"A - B 3" on shed		
WIND DIRECTION INDICATOR	Yes	ILLUMINATED	-
ARE OBSTRUCTIONS MARKED	Yes	LIGHTED	Yes
ARE LANDING STRIPS OR RUNWAYS LIGHTED		Yes	

17. LIGHTING

Code Beacon. Code 3 (...-) Boundary lights. Flood lights.
Acetylene Blinker on 1870' hill, 1 mile South of airport.



LOCATION MAP
 BUREAU OF AIR COMMERCE—INTERMEDIATE SITE #3
 PITTSFIELD MASS

PLYMOUTH, MASSACHUSETTS

1. NAME OF AIRPORT Plymouth Airport CLASS Commercial
 OWNER Alton Sherman, Hyannis, Mass.
 LESSEE None
 OPERATOR Alton Sherman, Hyannis, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $4\frac{1}{2}$ miles S.W.

LANDMARKS Billington Sea 2 miles East of airport

AIRLINE DISTANCE FROM CENTER OF CITY 3 miles S.W. of Plymouth

DISTANCE BY ROAD FROM POST OFFICE $4\frac{1}{2}$ miles from Plymouth Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN South Meadow Road and Summores Street to Plymouth, and also Furnace Road connecting to Route #44 to Taunton

LATITUDE $41^{\circ}54'00''$ LONGITUDE $70^{\circ}43'25''$

ALTITUDE ABOVE SEA LEVEL 140 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 102.5 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 25.9 Acres

TYPE OF SOIL Sand GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To S.W. 1400' and 50 acres to N.E.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No FIELD USEABLE DURING THAWS Yes

IS FIELD SUBJECT TO PERIODIC FLOODING No

5. SERVICE

None

SERVICING---DayNight

REPAIRS

None

REPAIR FACILITIES---EngineAircraft

GASOLINE Yes

OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE

No

HANGAR STORAGE CHARGES

No hangars

ADMINISTRATION BUILDING

None

REST ROOMS None RESTAURANT None

IS RAILROAD SIDING AT AIRPORT

No

TRANSPORTATION TO CITY

By private automobile

FIRST AID

Yes

FIRE APPARATUS

Yes

6. COMMUNICATION

TELEPHONE CONNECTION

No

RADIO

No

NEAREST BROADCASTING STATIONS

WNBH - New Bedford - 1310 K.C.

WNAC - Boston - 1230 K.C.

WSAR - Fall River - 1450 K.C.

ARE WEATHER REPORTS AVAILABLE

No

AIRWAY TELETYPE

No

VISUAL TRAFFIC CONTROL

No

7. METEOROLOGICAL DATAAnnualWinterSummer

PREVAILING WIND DIRECTION

S.W.

N.W.

N.W.

S.W.

PREVAILING WIND PERCENTAGE

24.0

20.2

33.0

31.7

RAINFALL AVERAGE, inches

43.17

16.75

15.10

TEMPERATURE, maximum

96.0

71.0

96.0

TEMPERATURE, minimum

-11.0

-11.0

21.0

REMARKS: Data obtained from records of U. S. Weather Bureau at Boston and Cooperative Weather Bureau Station at Plymouth.

Climatological data taken over a 13 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 1700 ft.

N.E. - S.W. 800 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None

13. ADMINISTRATION OR OTHER BUILDINGS

None

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Trees 40' high at North end of field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR No

OTHER MARKINGS "Plymouth" painted on shed

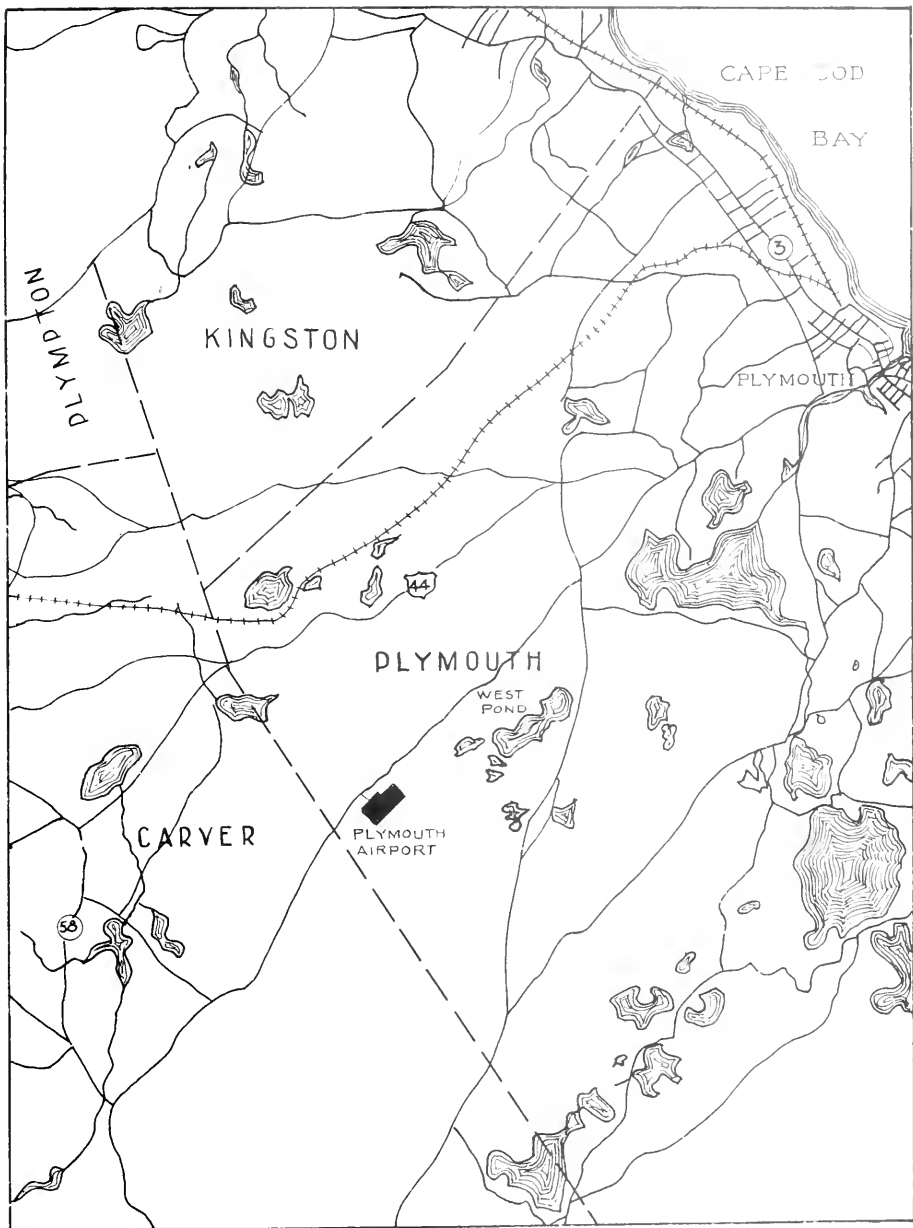
WIND DIRECTION INDICATOR 12' Wind Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None



LOCATION MAP
PLYMOUTH AIRPORT
PLYMOUTH MASS



PLYMOUTH AIRPORT
PLYMOUTH MASS



PROVINCETOWN, MASSACHUSETTS

1. NAME OF AIRPORT Provincetown Airport CLASS Municipal

OWNER Commonwealth of Massachusetts

LESSEE Town of Provincetown, Mass.

OPERATOR Dr. E. W. Day, Commercial Street, Provincetown, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 3 miles N.W.

LANDMARKS Monument in Provincetown, 2 miles S.E. Highland Light
9 miles S.E. Race Point Lighthouse #34, $1\frac{1}{2}$ miles S.E.
Wood End Lighthouse, $3\frac{1}{2}$ miles S.E.

AIRLINE DISTANCE FROM CENTER OF CITY $2\frac{1}{2}$ miles from Provincetown

DISTANCE BY ROAD FROM POST OFFICE 4 miles from Provincetown Post
Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Road from airport to
Race Point Road, 3100 feet. Race Point Road leads to Provincetown.

LATITUDE $42^{\circ}03'47''$ LONGITUDE $70^{\circ}13'43''$

ALTITUDE ABOVE SEA LEVEL 3 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 270 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 30 Acres

TYPE OF SOIL Peat over sand GRADIENT Level

NATURE OF SURFACE Peat sod

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED Yes

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION N.E. 250 ft.,
East 250 ft., and West 250 ft.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

None

SERVICING---DayNight

REPAIRS

REPAIR FACILITIES---EngineAircraft

GASOLINE Yes, in town OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES No hangar

ADMINISTRATION BUILDING None REST ROOMS None RESTAURANT None

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi, 50¢, ten minutes

FIRST AID Yes FIRE APPARATUS Yes, foamite extinguishers

6. COMMUNICATION

TELEPHONE CONNECTION At Coast Guard Station

RADIO No

NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.

WNAC Boston - 1230 K.C.

WEEI Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	<u>27.9</u>	<u>31.6</u>	<u>36.7</u>
RAINFALL AVERAGE, inches	<u>41.35</u>	<u>14.83</u>	<u>14.22</u>
TEMPERATURE, maximum	<u>93.0</u>	<u>61.0</u>	<u>93.0</u>
TEMPERATURE, minimum	<u>-6.0</u>	<u>-6.0</u>	<u>35.0</u>

REMARKS: Data compiled from climatological reports of U. S. Weather Bureau.

Climatological data taken over a 13 year period.

Wind data taken over a 13 year period.

8. LANDING STRIPS

E. - W. 2200' x 250' - 5 inch peat sod) Marked with yellow
 N.W. - S.E. 1800' x 200' - 5 inch peat sod) barrels.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None

13. ADMINISTRATION OR OTHER BUILDINGS

One 22' x 16' x 10' Wooden Building (Used for storage and garage)

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

None

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR None

OTHER MARKINGS None

WIND DIRECTION INDICATOR 9' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED None LIGHTED -

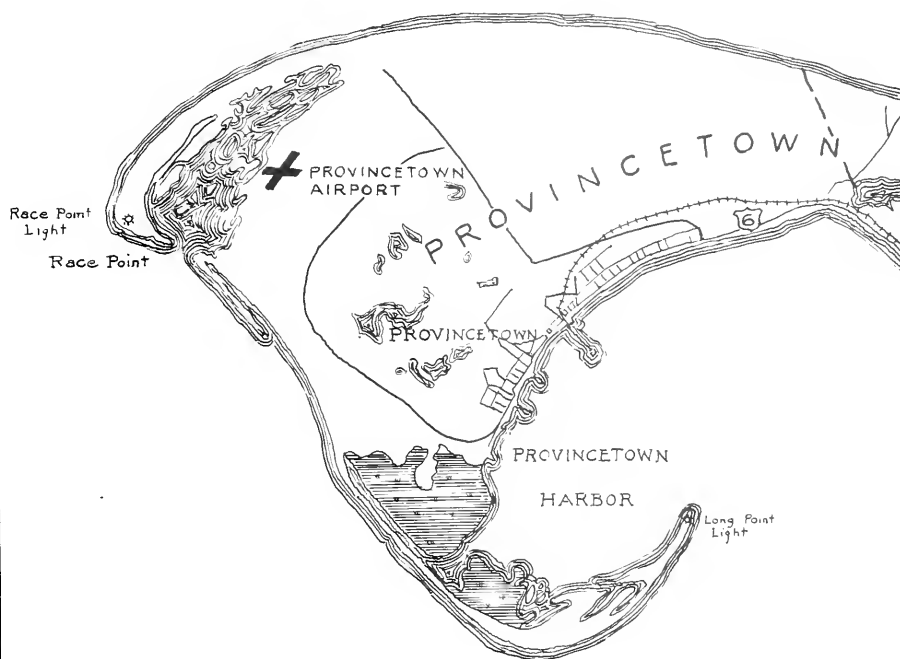
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

No Lighting

ATLANTIC

OCEAN



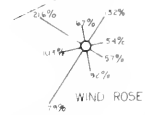
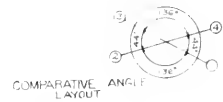
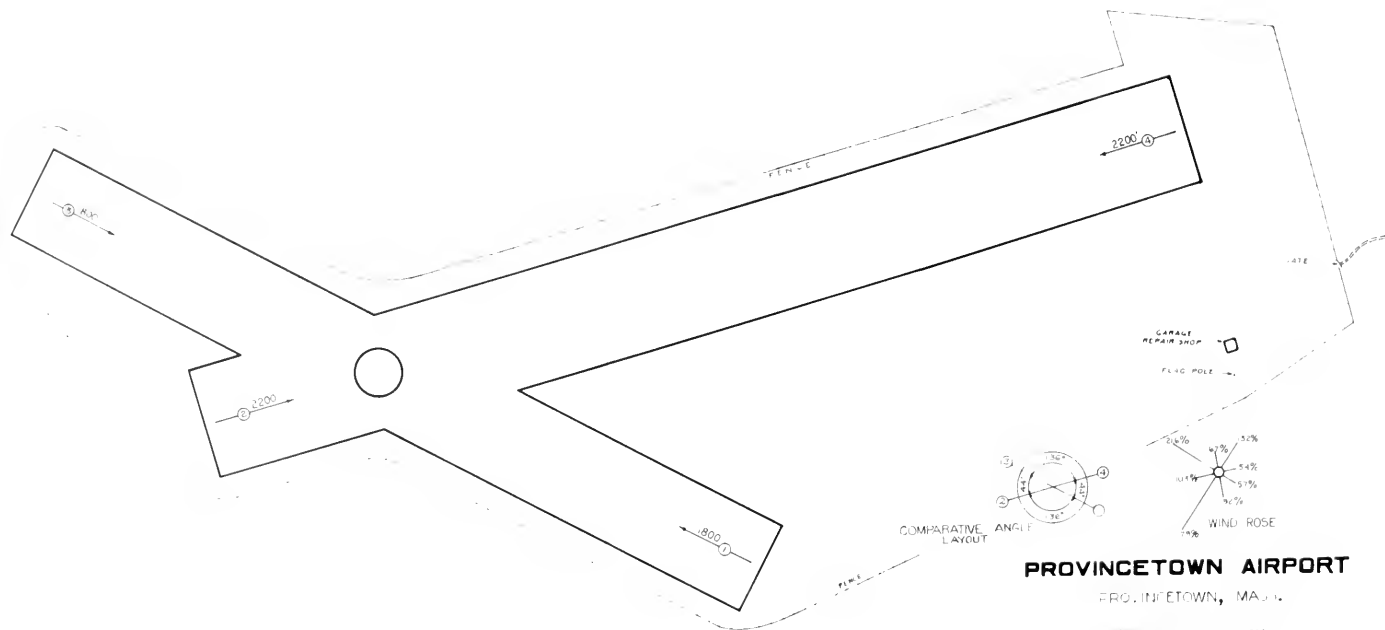
CAPE COD BAY

1M 1/2 0 1M 2M 3M 4M

LOCATION MAP

PROVINCETOWN AIRPORT
PROVINCETOWN MASS

PLATE 83



PROVINCETOWN AIRPORT
PROVINCETOWN, MASS.

QUINCY, MASSACHUSETTS

1. NAME OF AIRPORT Dennison Airport CLASS Commercial
- OWNER Dennison Airport Corp., Bradford Bldg., Quincy, Mass.
- LESSEE None
- OPERATOR Dennison Airport Operating Company

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $3\frac{1}{4}$ miles N.W.

LANDMARKS Naval Reserve Airport adjacent to North. Large gas tank 1 mile to N.W. Radio towers $\frac{1}{2}$ mile to N.E.

AIRLINE DISTANCE FROM CENTER OF CITY 3 miles

DISTANCE BY ROAD FROM POST OFFICE 3 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN Quincy Shore Drive is adjacent.

LATITUDE $42^{\circ}17'00''$ LONGITUDE $71^{\circ}01'00''$

ALTITUDE ABOVE SEA LEVEL 12 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 29 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 28 Acres

TYPE OF SOIL Sand and clay fill GRADIENT Level

NATURE OF SURFACE Sandy clay

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION 1000' to North

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD In one low spot in N.E. corner

IS FIELD SUBJECT TO PERIODIC FLOODING Yes, when tide water overflows dykes during exceptionally high tides.

IS FIELD USEABLE DURING THAWS Yes

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 110' x 40' Concrete block hangar with cement floor

One 80' x 60' Wooden hangar with cement floor

13. ADMINISTRATION OR OTHER BUILDINGS

One Administration Building of stucco and wood 20' x 30'

One Stock room and repair shop of stucco and wood 20' x 50'

14. OBSTRUCTIONS WITHIN A 20 to 1 GLIDING ANGLE

Telephone pole lines, 30' high, on Easterly and North-Easterly side of field.

Houses, 33' high, to South of field.

HANGAR at South-Easterly corner of field.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR Dennison Airport

OTHER MARKINGS None

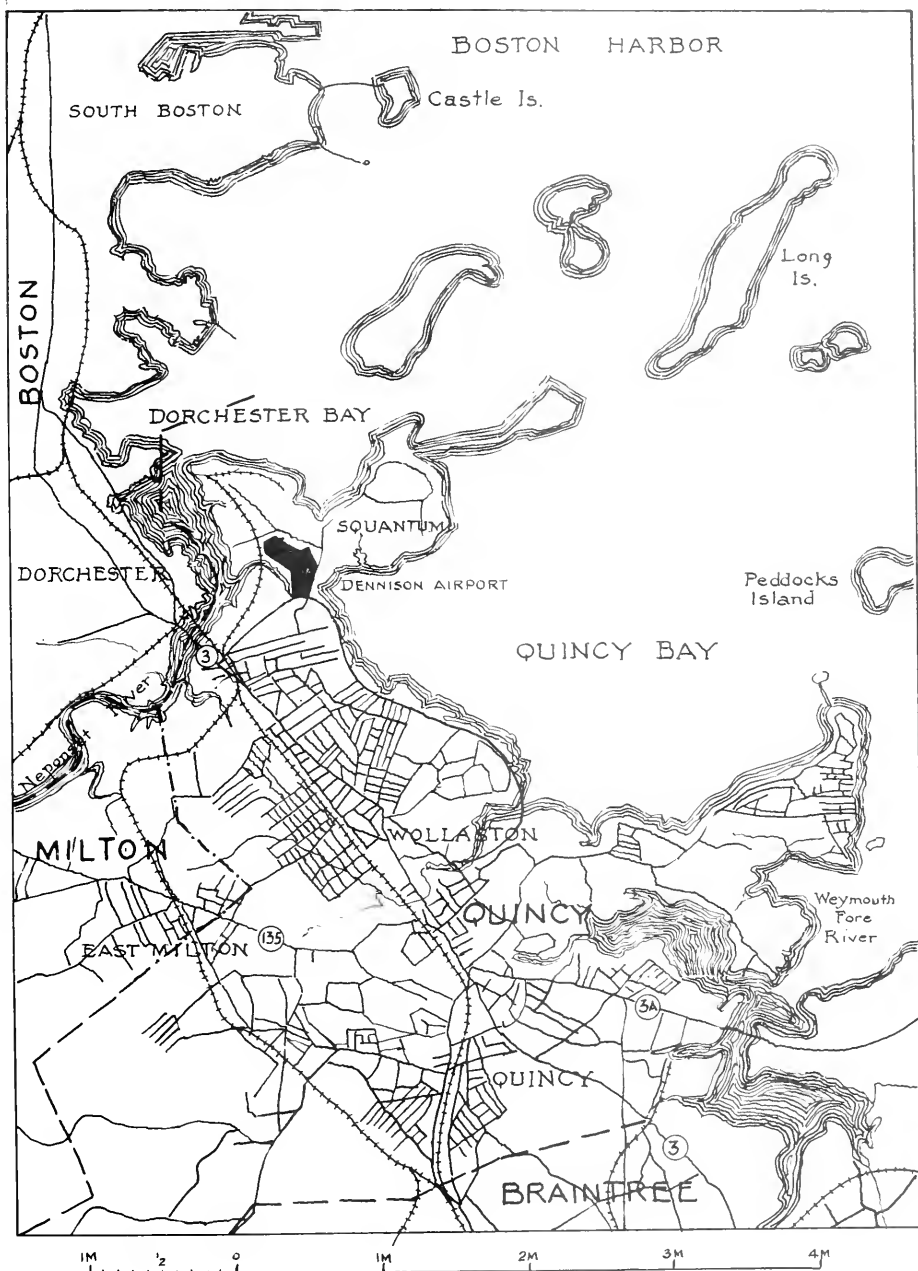
WIND DIRECTION INDICATOR 9' Cone ILLUMINATED Yes

ARE OBSTRUCTIONS MARKED No LIGHTED No

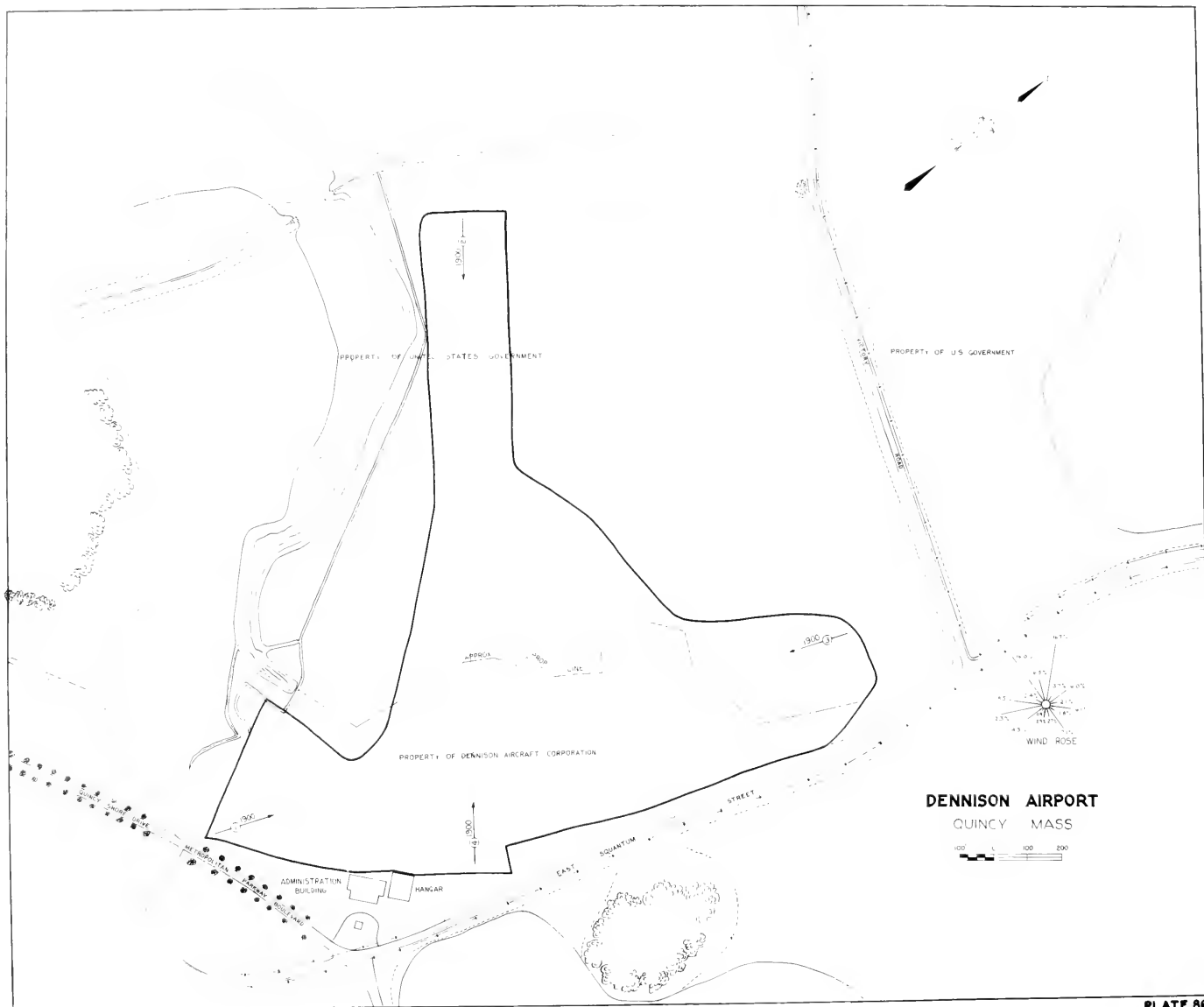
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

This airport is not illuminated for night service.



LOCATION MAP
DENNISON AIRPORT
QUINCY MASS



5. SERVICE

SERVICING---Day Yes Night No

REPAIRS Days only

REPAIR FACILITIES---Engine Minor only

Aircraft No

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$15.00 per month and up.
\$1.00 per night and up.

ADMINISTRATION BUILDING Yes REST ROOMS Yes

IS RAILROAD SIDING AT AIRPORT No RESTAURANT Adjacent to field

TRANSPORTATION TO CITY By taxi, 50¢, 10 minutes
By bus, 10¢, 20 minutes

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WEEI - Boston - 590 K.C.
WNAC - Boston - 1230 K.C.
WAAB - Boston - 1410 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W. N.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	16.0	16.7	22.0
RAINFALL AVERAGE, inches	39.52	13.89	13.45
TEMPERATURE, maximum	103.0	80.0	103.0
TEMPERATURE, minimum	-18.0	-18.0	40.0

REMARKS: Data obtained from U. S. Weather Bureau Office at East Boston airport.
Climatological data taken over a 13 year period
Wind data taken over a period of 7 years.

8. LANDING STRIPS None9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 1700 ft.
E. - W. 1400 ft.
N.E. - S.W. 1000 ft.
N.W. - S.E. 1600 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One	60' x 60'	Metal hangar with pea stone floor.	Hangar door 60' x 12'
One	130' x 30'	Wooden hangar with dirt floor.	Hangar door 40' x 12'
One	40' x 40'	Wooden hangar with dirt floor.	Hangar door 40' x 13'

13. ADMINISTRATION OR OTHER BUILDINGS

Office building 22' x 14' x 20' Wooden construction

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE None(A) GROUND HAZARD Low soft spot at East end of field marked with stone pile and high grass15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Revere" on roof

OTHER MARKINGS None

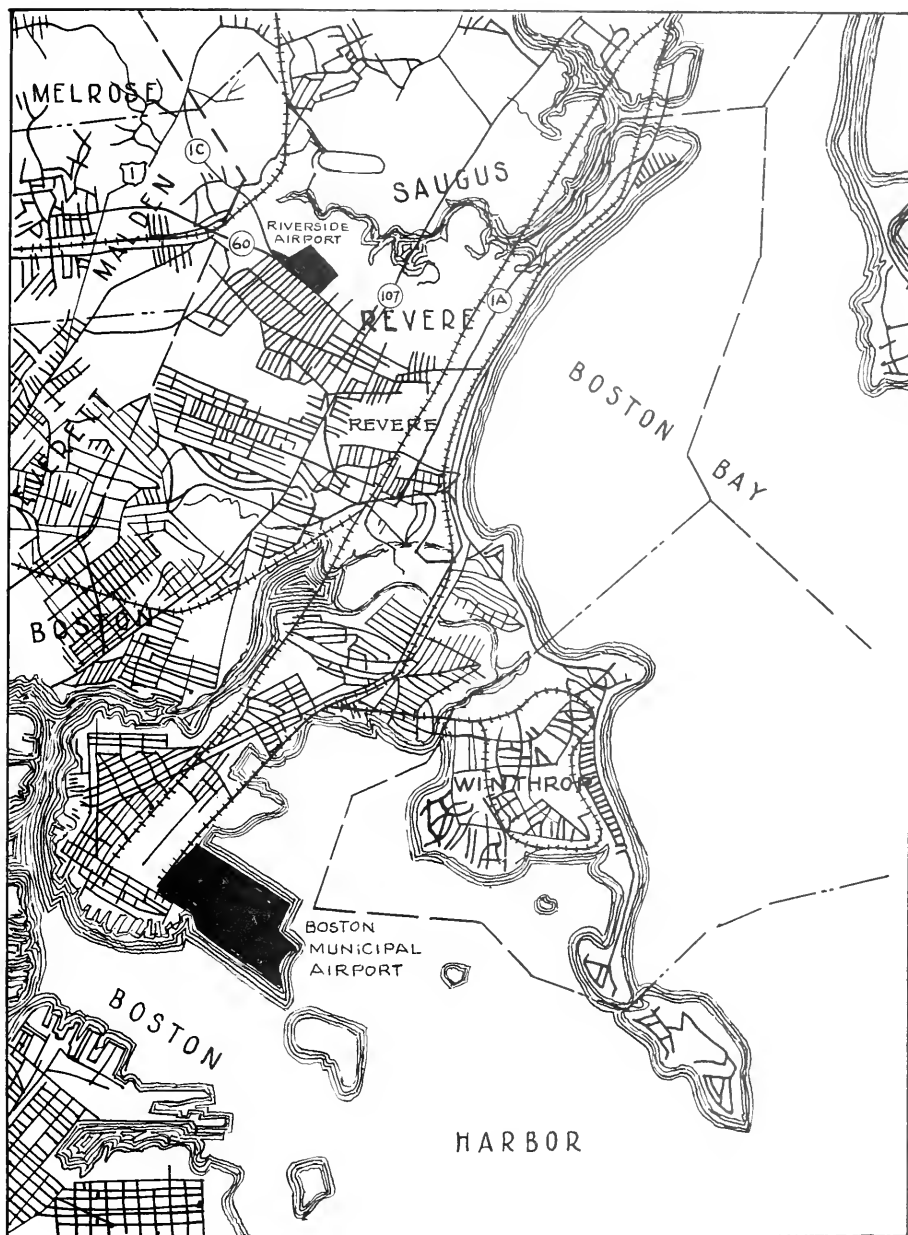
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

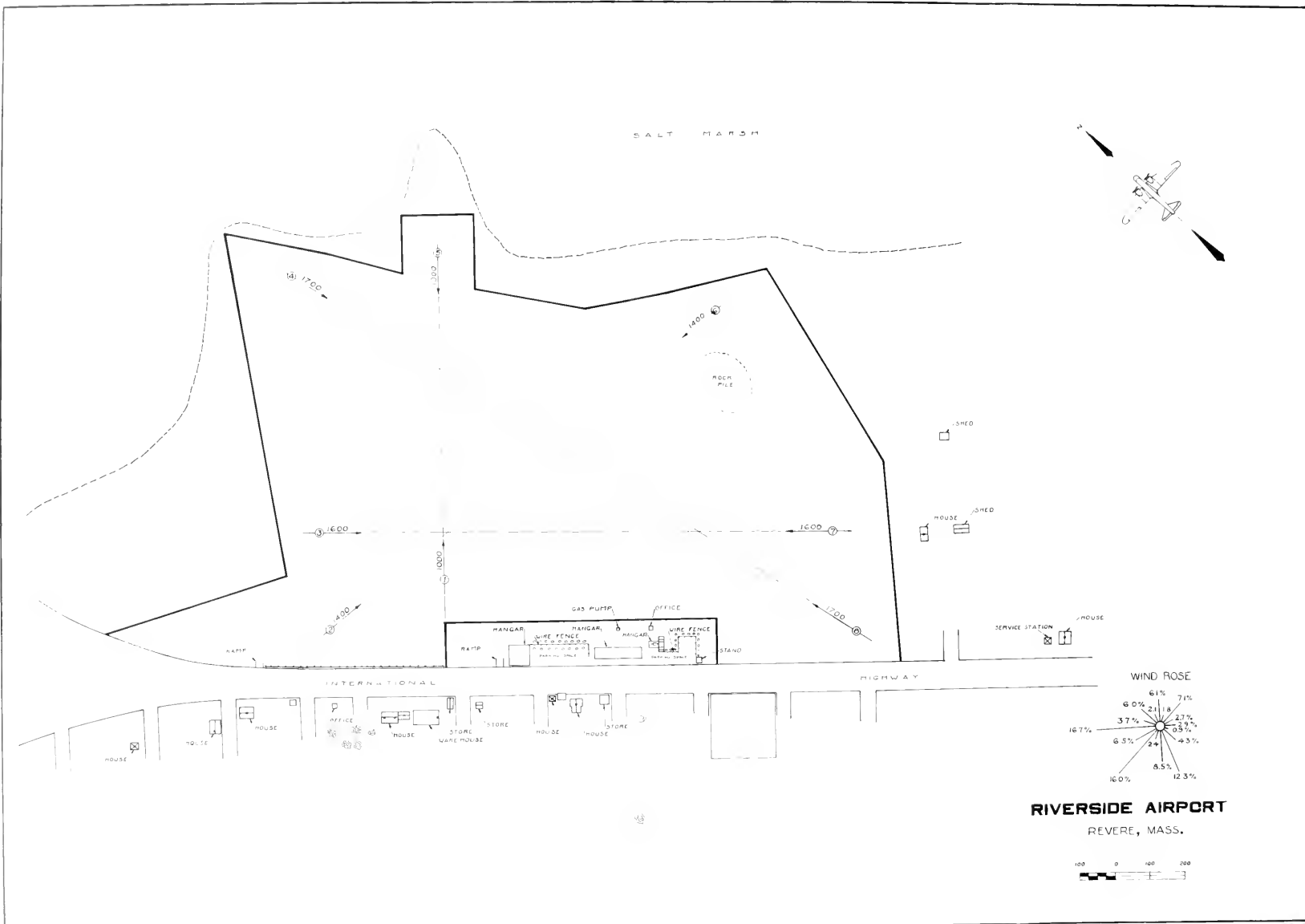
17. LIGHTING

None



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
RIVERSIDE AIRPORT
REVERE MASS.



SEEKONK, MASSACHUSETTS

1. NAME OF AIRPORT Providence Airport CLASS Commercial

OWNER Providence Airport Corp., 507 Union Trust Building,
Providence, R. I.
LESSEE Jesse K. Fenno, 65 Mattewson Road, Barrington, R. I.
OPERATOR Jesse K. Fenno, 65 Mattewson Road, Barrington, R. I.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 3 miles S.E.

LANDMARKS Providence, R. I. is 7 miles by road and S.E. of airport.

AIRLINE DISTANCE FROM CENTER OF CITY $2\frac{1}{2}$ miles from Seekonk

DISTANCE BY ROAD FROM POST OFFICE 3 miles from Seekonk Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Route #6 is adjacent to airport and leads to Seekonk

LATITUDE $41^{\circ}46'05''$ LONGITUDE $71^{\circ}18'15''$
ALTITUDE ABOVE SEA LEVEL 25 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 82 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 28 Acres

TYPE OF SOIL Sand GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No

IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
Yes, about 50 acres

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION South 600' x
1050' and West 700' x 1400'

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural and 600' pipe drain

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day Yes Night No
 REPAIRS-----Day Yes Night No
 REPAIR FACILITIES---Engine Yes
 Aircraft Yes
 GASOLINE Yes OCTANE RATING 73%
 ARE SPARE PARTS AVAILABLE Few
 HANGAR STORAGE CHARGES \$1.00 per 24 hours and up
 ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT Yes
 IS RAILROAD SIDING AT AIRPORT No
 TRANSPORTATION TO CITY By bus
 FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
 RADIO No
 NEAREST BROADCASTING STATIONS WJAR - Providence - 890 K.C.
 WEAN - Providence - 780 K.C.
 WPRO - Providence - 630 K.C.
 ARE WEATHER REPORTS AVAILABLE Yes
 AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	S.W.	N.W.	S.W.
PREVAILING WIND PERCENTAGE	32.7	38.0	42.1
RAINFALL AVERAGE, inches	45.94	15.89	15.73
TEMPERATURE, maximum	99.0	68.0	99.0
TEMPERATURE, minimum	-18.0	-18.0	37.0

REMARKS: Data obtained from climatological reports of the U. S. Weather Bureau and Cooperative Weather Station at Fall River, Mass.
 Climatological data taken over a 13 year period.
 Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 1850 ft.
 E. - W. 1400 ft.
 S.E. - N.W. 1200 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 40' x 90' 12' high. Two 45' doors. Steel and corrugated iron construction. Concrete floor. Truss type wooden roof.

One 50' x 60' 12' high. Door width 60'. Steel and corrugated iron construction. Concrete floor. Truss type wooden roof.

13. ADMINISTRATION OR OTHER BUILDINGS

One Lean-to 40' long, 20' wide, 10' high. Wooden construction, metal covered. Cement floor.

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

35' Pole line on North side, 35' to 40' trees 100' back from field on East, few trees behind hangar on West.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

No - use skis on snow

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR Yes, "Providence Airport, Seekonk, Mass."

OTHER MARKINGS None

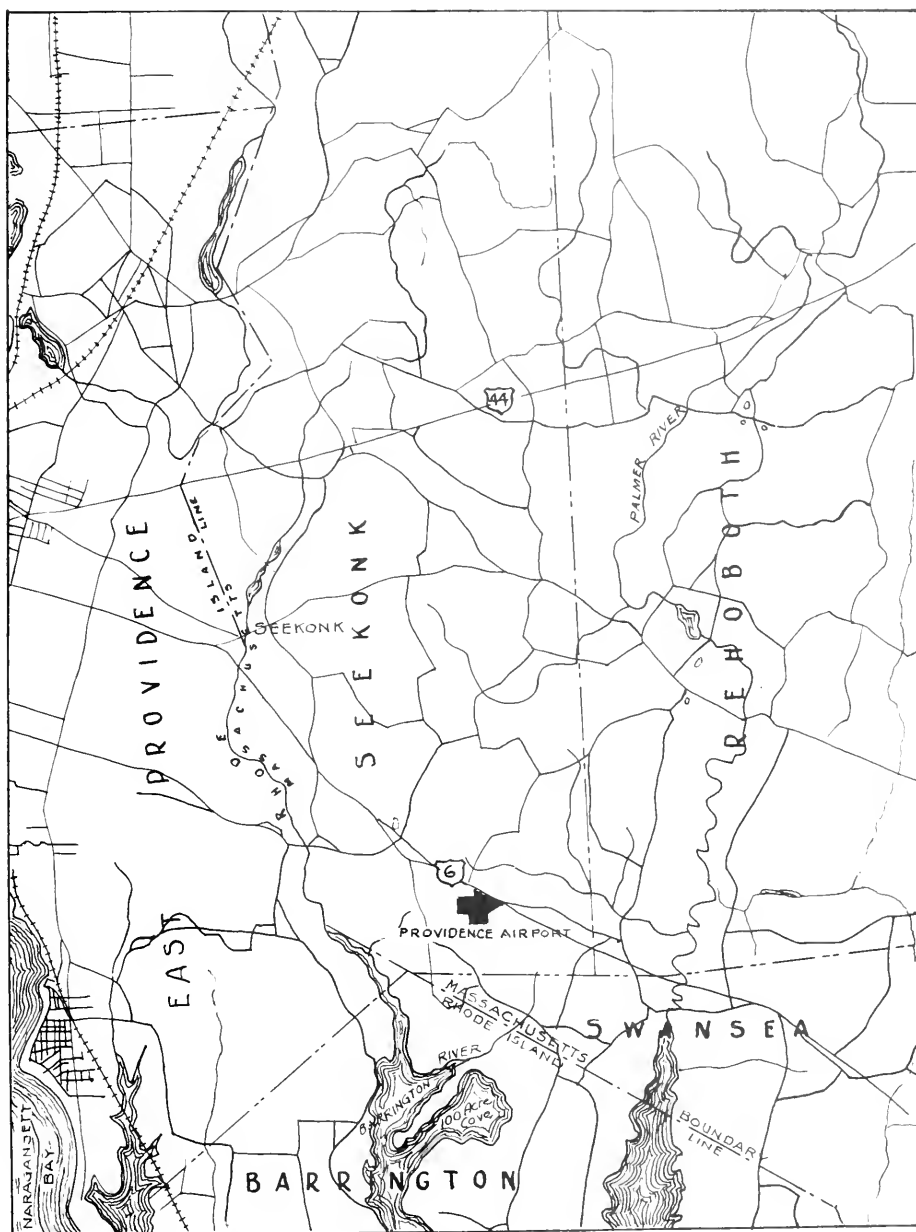
WIND DIRECTION INDICATOR 5' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None



LOCATION MAP
 PROVIDENCE AIRPORT
 SEEKONK MASS

SPRINGFIELD, MASSACHUSETTS

1. NAME OF AIRPORT Springfield Airport CLASS CommercialOWNER Harry Tait Interests and Liberty Realty Company,
Springfield, Mass.

LESSEE None

OPERATOR Springfield Airport & Aeronautical School, Inc.,
1211 Liberty Street, Springfield, Mass.2. LOCATIONDISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $2\frac{1}{4}$ miles N.E.LANDMARKS Gas tank $3/4$ mile S.E., and Westinghouse Radio Towers
1 mile East of airport

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles

DISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{2}$ milesNAME AND LOCATION OF ROAD TO NEAREST TOWN Liberty Street on West
side, St. James Street on East side, and Kirby Street on North
side.LATITUDE $42^{\circ}08'21''$ LONGITUDE $72^{\circ}34'12''$

ALTITUDE ABOVE SEA LEVEL 200 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 120 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 86 Acres

TYPE OF SOIL Sandy loam GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED Yes

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED Yes

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION South $125'$,
S.E. $700'$ and West $100'$ 4. DRAINAGEWHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural, with a few tile
drains

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---Day Yes Night Yes

REPAIRS Day and night

REPAIR FACILITIES---Engine Major and minor

Aircraft Major and minor

GASOLINE Yes OCTANE RATING 73, 80 and 87%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES \$1.50 per night and up

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT Yes

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus and taxi service

FIRST AID Yes FIRE APPARATUS Yes, foamite extinguishers

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO Receivers only

NEAREST BROADCASTING STATIONS WSPR - Springfield - 1140 K.C.
WBZA - Springfield - 990 K.C.

ARE WEATHER REPORTS AVAILABLE By teletype from Boston, Albany
and Newark

AIRWAY TELETYPE Yes VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.
PREVAILING WIND PERCENTAGE	39.7	44.2	32.9
RAINFALL AVERAGE, inches	39.27	13.10	16.20
TEMPERATURE, maximum	104.0	74.0	104.0
TEMPERATURE, minimum	-18.0	-18.0	30.0

REMARKS: Climatological data obtained from the U. S. Weather Bureau Stations at Boston and Springfield.
Climatological data taken over a 13 year period.
Wind data taken over a 13 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 2900 ft.
N.W. - S.E. 2200 ft.
N. - S. 2250 ft.
E. - W. 2500 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

850' x 135' Macadam in front of Administration Building

100' x 20' Cement in front of East Hangar

12. HANGARS

One 138' x 128' Cement Hangar

One 125' x 80' Wooden Hangar Factory and repair shop

13. ADMINISTRATION OR OTHER BUILDINGS

One 100' x 60' Wooden Administration Building

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Houses to North and N.W. of field, 30' high

Pole lines North and West of field, 30' high

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes

NAME PAINTED ON HANGAR "Springfield Airport" with N arrow

OTHER MARKINGS None

WIND DIRECTION INDICATOR Wind Sock and "T" ILLUMINATED Yes

ARE OBSTRUCTIONS MARKED No LIGHTED Yes

ARE LANDING STRIPS OR RUNWAYS LIGHTED Landing strips codified
with green lights17. LIGHTING

Ten green approach lights located at NE-SW and NW-SE runways.
One 24" single rotating beacon located on top of hangar E side
of field.

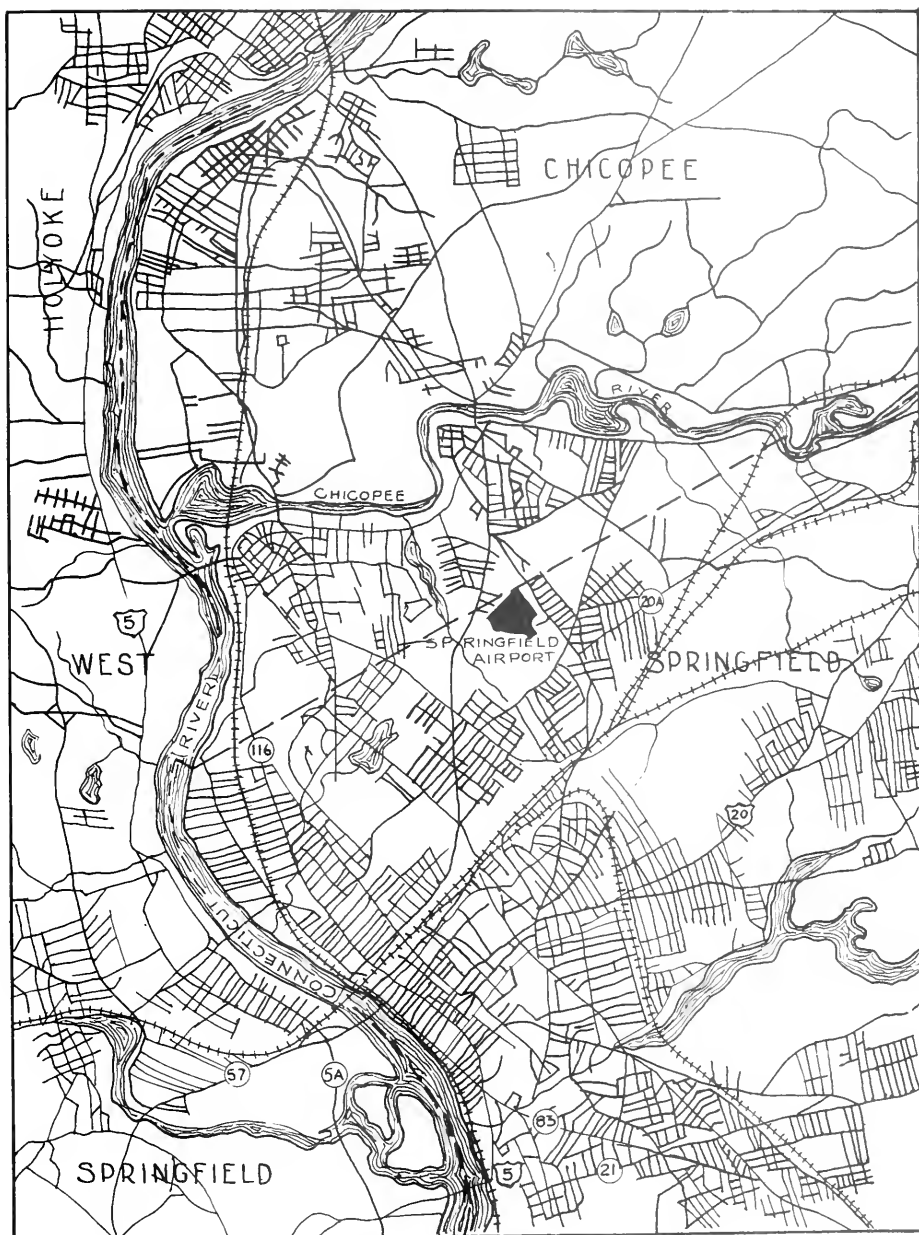
One "S-A" code beacon located on top of hangar E side of field

Thirty two 60 watt multiple plain boundary lights.

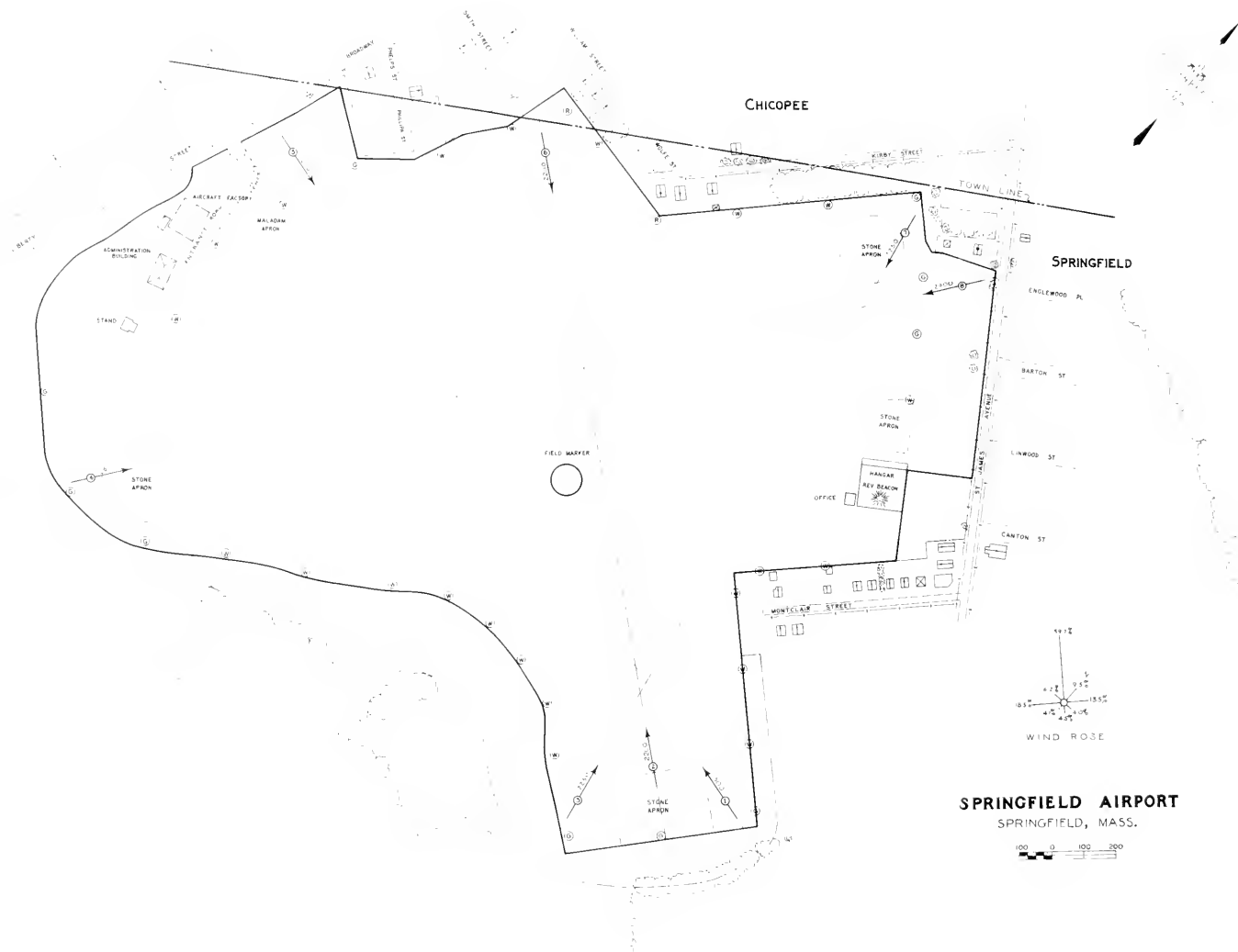
One group of 6 hood floodlights for landing.

Ceiling projector.

Automatic lamp changer.



LOCATION MAP
SPRINGFIELD AIRPORT
SPRINGFIELD MASS



TAUNTON, MASSACHUSETTS

1. NAME OF AIRPORT King Field CLASS Commercial
- OWNER Henry King, 703 Middleboro Ave., E. Taunton, Mass.
- LESSEE City of Taunton, City Hall, Taunton, Mass.
- OPERATOR Henry King, 703 Middleboro Ave., E. Taunton, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $5\frac{1}{4}$ miles East

LANDMARKS $\frac{1}{2}$ mile South of N.Y.N.H. & H. R.R. and Taunton River

AIRLINE DISTANCE FROM CENTER OF CITY 4 miles from Taunton

DISTANCE BY ROAD FROM POST OFFICE 5 miles from Taunton Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Airport is on Middleboro Avenue, the main highway from Taunton to Middleboro.

LATITUDE $41^{\circ}53'00''$ LONGITUDE $71^{\circ}01'00''$

ALTITUDE ABOVE SEA LEVEL 45 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 48.5 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 38.1 Acres

TYPE OF SOIL Sandy gravel GRADIENT N.E. - S.W. .6%
N.W. - S.E. Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR

Yes, to South and S.W.

IS THIS PROPERTY ZONED Yes

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To South and S.W.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural, except for tile drains at N. E. corner

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 80' Metal frame hangar. Asbestos covered.

13. ADMINISTRATION OR OTHER BUILDINGS

One Wooden building 30' x 60'

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLEElectric light wires East of field
Trees 35' high at S.E. and North corners of field15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "King Field" on side of hangar

OTHER MARKINGS None

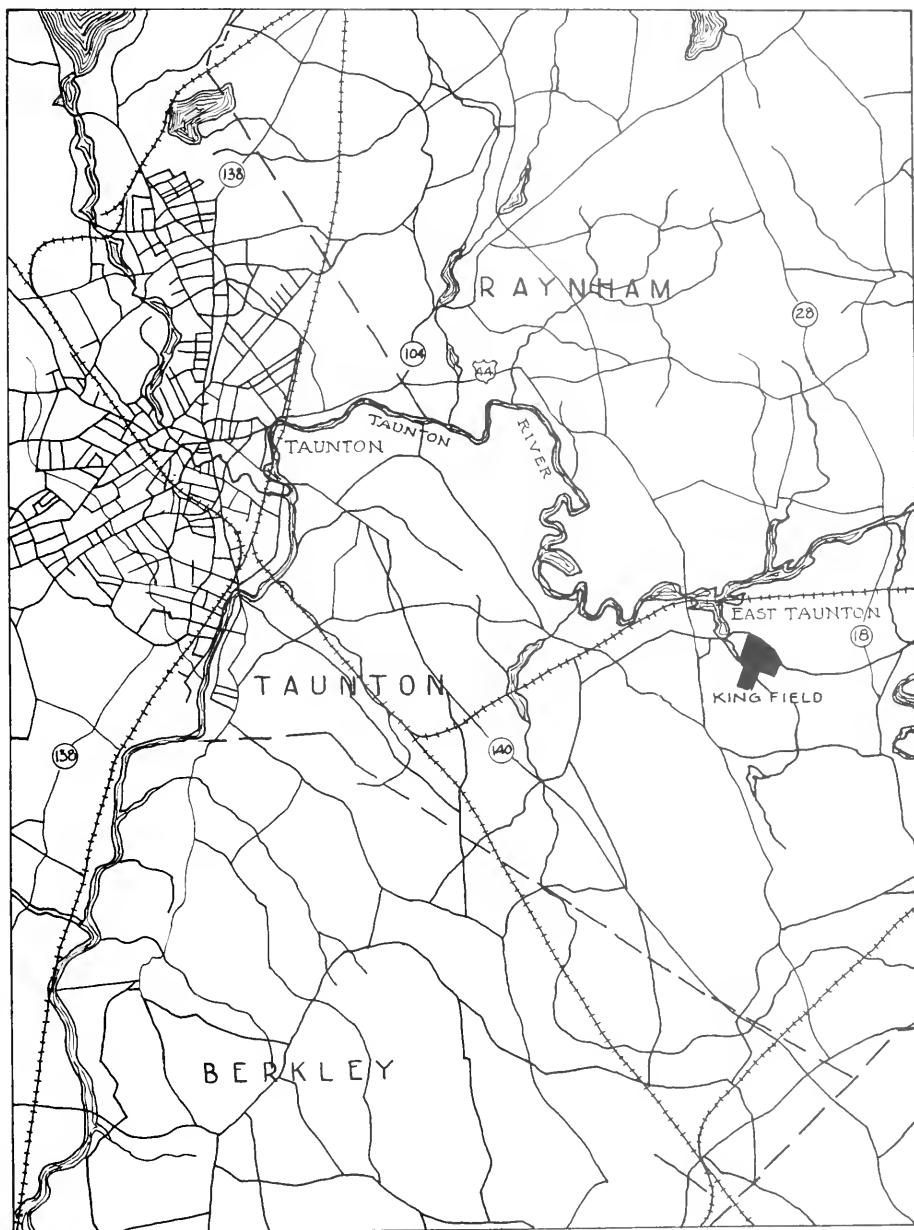
WIND DIRECTION INDICATOR 6' Sook ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

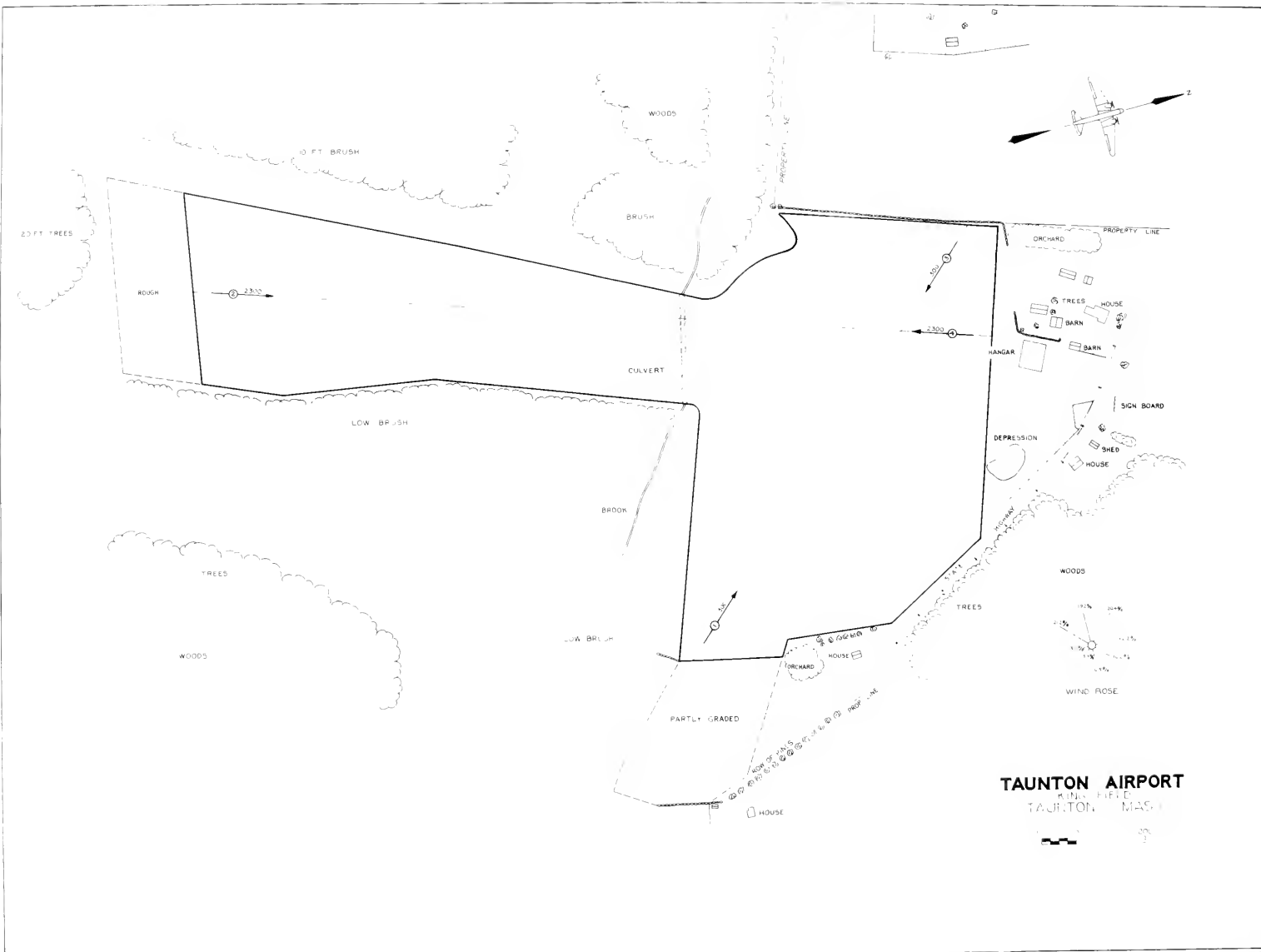
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None



LOCATION MAP
KING FIELD
TAUNTON MASS



TAUNTON AIRPORT
KRM FIELD
TAUNTON, MASS.

TEMPLETON, MASSACHUSETTS

1. NAME OF AIRPORT Gardner Airport CLASS Commercial
- OWNER Gardner Airport Corp. (C. Henry Hartshorn, Jr.) Gardner, Mass.
- LESSEE J. H. Hall, Gardner, Mass.
- OPERATOR J. H. Hall, Gardner, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY

$2\frac{1}{2}$ miles S.W. of Gardner

LANDMARKS Dolbier Hill, 1280' elevation, 2 miles S.W. and Mt. Wachusett, 1925' elevation, 8 miles S.E.

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles to Gardner

DISTANCE BY ROAD FROM POST OFFICE $2\frac{1}{2}$ miles to Gardner Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Town road to Route #2
North of airport, to Gardner

LATITUDE $42^{\circ}32'25''$ LONGITUDE $72^{\circ}01'52''$

ALTITUDE ABOVE SEA LEVEL 1040 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 28.5 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 27 Acres

TYPE OF SOIL Sand GRADIENT 1%

NATURE OF SURFACE Sod IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR Yes

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To South and West, about 1200'.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE NoneSERVICING---Day Night

REPAIRS None

REPAIR FACILITIES---EngineAircraft

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$1.00 per night and up

ADMINISTRATION BUILDING Office in hangar REST ROOMS No

IS RAILROAD SIDING AT AIRPORT No RESTAURANT No

TRANSPORTATION TO CITY Taxi service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WORC - Worcester - 1280 K.C.
WTAG - Worcester - 580 K.C.

WEATHER REPORTS AVAILABLE By phone, from Boston or Springfield

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.
PREVAILING WIND PERCENTAGE	<u>43.5</u>	<u>51.3</u>	<u>35.4</u>
RAINFALL AVERAGE, inches	<u>43.61</u>	<u>15.45</u>	<u>14.97</u>
TEMPERATURE, maximum	<u>98.0</u>	<u>73.0</u>	<u>98.0</u>
TEMPERATURE, minimum	<u>-16.0</u>	<u>-16.0</u>	<u>29.0</u>

REMARKS: Data obtained from U. S. Weather Bureau climatological reports, and the Fitchburg Sewage Disposal Plant, Lunenburg, Mass.
Climatological data taken over a 13 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N - S 1800'
NE - SW 1500'
E - W 1100'

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 40' Metal Hangar Tar Floor Unheated

13. ADMINISTRATION OR OTHER BUILDINGSLean-to part of metal hangar 40' x 20'
Office is in 12' x 12' section of Lean-to14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

Two hills North and Northeast of airport, about 100' high

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Gardner Airport"

OTHER MARKINGS None

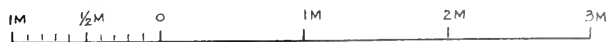
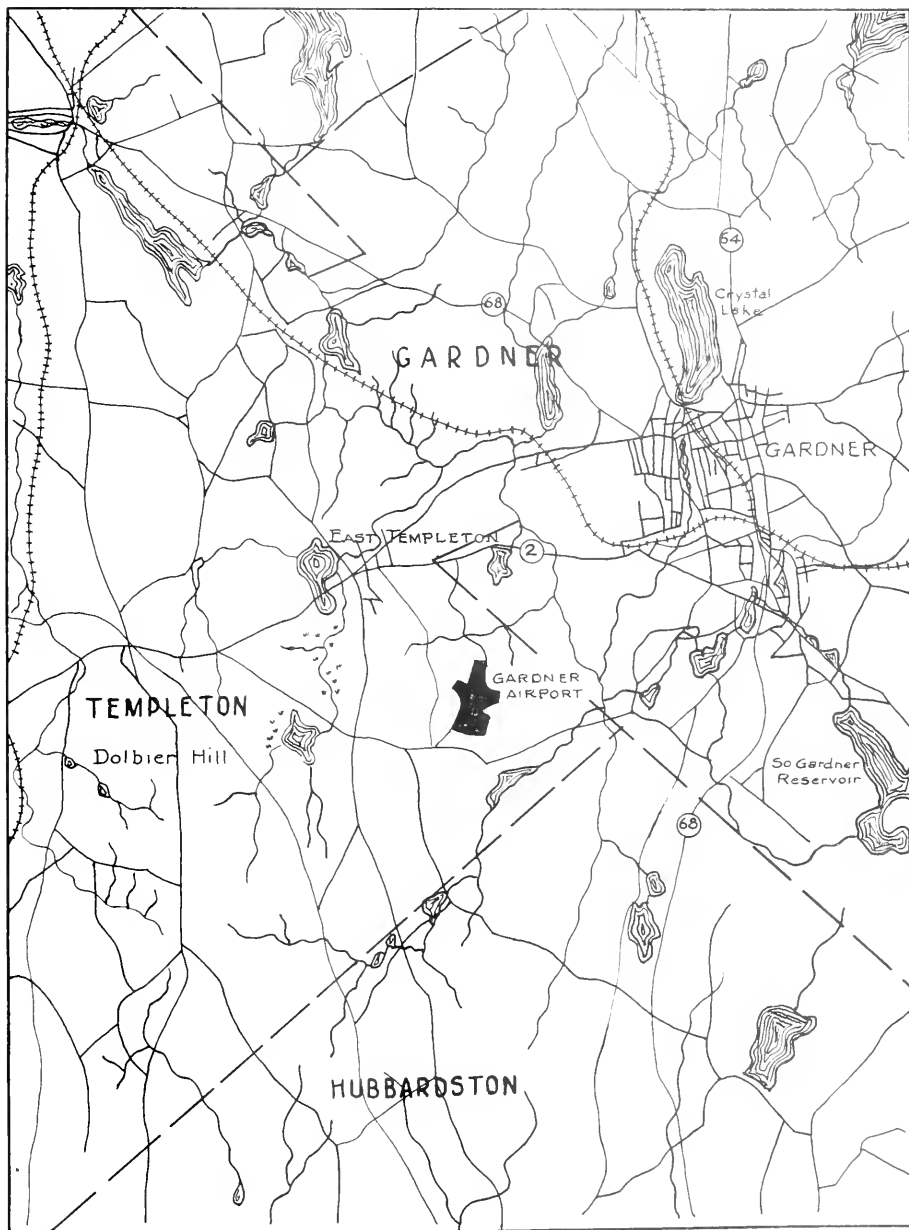
WIND DIRECTION INDICATOR Wind Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

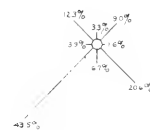
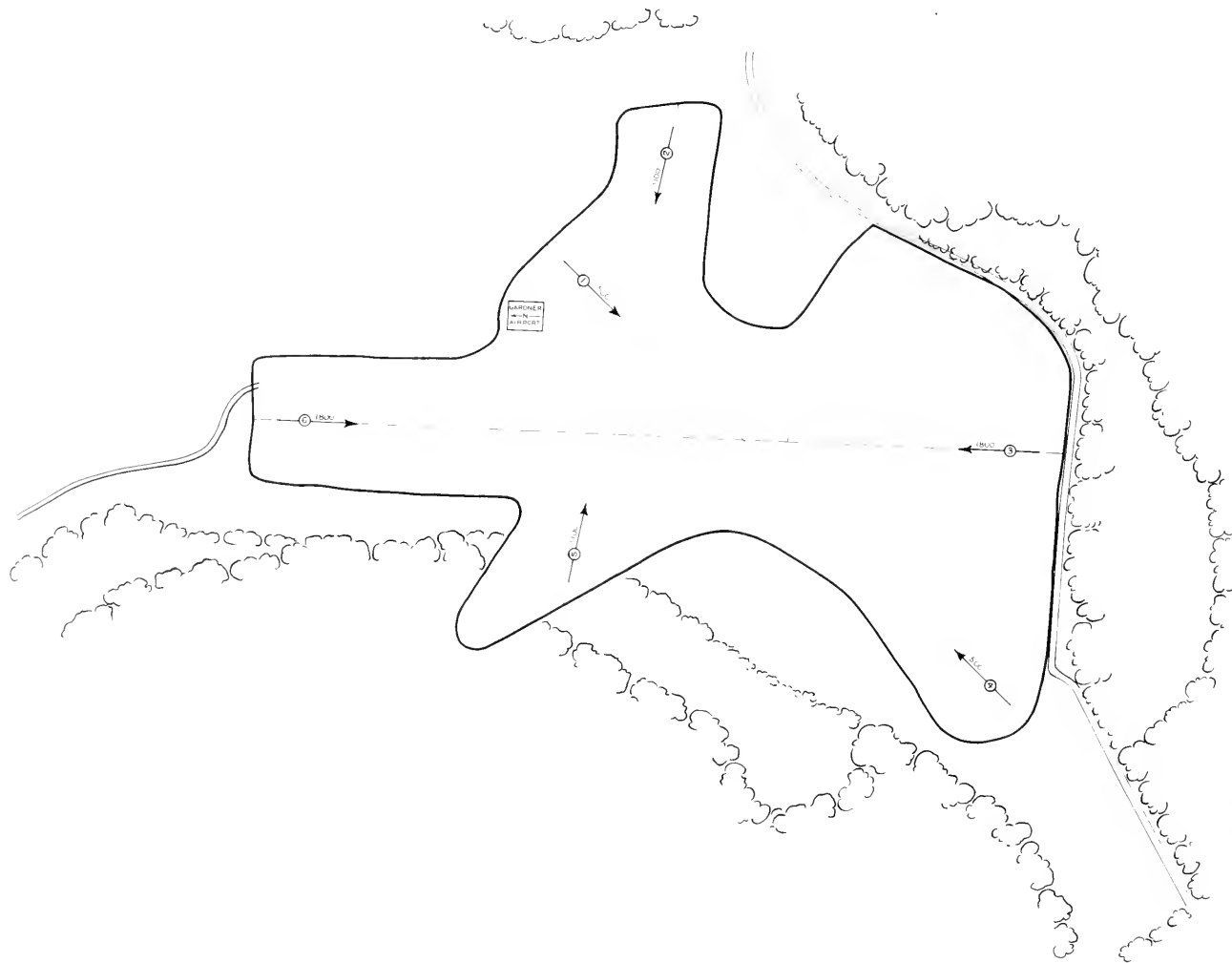
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None

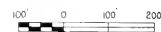


LOCATION MAP
GARDNER AIRPORT
TEMPLETON MASS



WIND ROSE

GARDNER AIRPORT
TEMPLETON, MASS.



WESTBOROUGH, MASSACHUSETTS

1. NAME OF AIRPORT Turnpike Airport CLASS Commercial

OWNER Mrs. Robert Robinson, 96 Converse Avenue, Malden, Mass.

LESSEE Desjardin Flying Service, Inc., 181 Grafton Street,
Worcester, Mass.OPERATOR Desjardin Flying Service, Inc., 181 Grafton Street,
Worcester, Mass.2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY

7 $\frac{1}{2}$ miles East of Worcester. 2 miles N.W. of WestboroughLANDMARKS Worcester Turnpike $\frac{1}{4}$ mile N.W. Homomencoo Pond South
of and adjacent to airportAIRLINE DISTANCE FROM CENTER OF CITY $1\frac{1}{2}$ miles to WestboroughDISTANCE BY ROAD FROM POST OFFICE 2 miles to Westborough Post
OfficeNAME AND LOCATION OF ROAD TO NEAREST TOWN Otis Street on East
of airport leads to Worcester Turnpike, Route #9

LATITUDE 42°17'00" LONGITUDE 71°39'00"

ALTITUDE ABOVE SEA LEVEL 310 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 42.3 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 25 Acres

TYPE OF SOIL Sandy loam GRADIENT Level (See #14)

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes IS LANDING AREA FENCED No
SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
Yes, to S. W.

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION About 35
acres to S. W.4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE Phone Desjardin Auto Service in Worcester. Tel. 4-6303.

SERVICING---Day Yes Night No

REPAIRS Days only

REPAIR FACILITIES---Engine Major and minor

Aircraft Major and minor

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES \$15.00 per month

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi to Worcester, \$1.50

FIRST AID No FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION In nearby farmhouse

RADIO No

NEAREST BROADCASTING STATIONS WORC - Worcester - 1280 K.C.

WTAG - Worcester - 580 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.
PREVAILING WIND PERCENTAGE	19.4		
RAINFALL AVERAGE, inches	45.13	14.36	15.50
TEMPERATURE, maximum	98.0	78.0	98.0
TEMPERATURE, minimum	-20.0	-20.0	32.0

REMARKS: Data obtained from records of Meteorological Station at Clark University, Worcester, Mass., and climatological reports of the U. S. Weather Bureau.

Climatological data taken over a 13 year period.

Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

E. - W. 1050 ft.

N.E. - S.W. 1300 ft.

N.W. - S.E. 1000 ft.

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 40' x 40' Metal hangar with dirt floor, with 60' x 30' metal ell at rear and side of hangar with dirt floor. Unheated

13. ADMINISTRATION OR OTHER BUILDINGS

22' x 14' x 10' Wooden office building

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

21' Telephone line to East
60' Watertower, 1500' to South
Low trees to West and N.W.

Ground hazards. Two gullies, 15' deep, on S.E. side.

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Yes, except snow

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR None

OTHER MARKINGS None

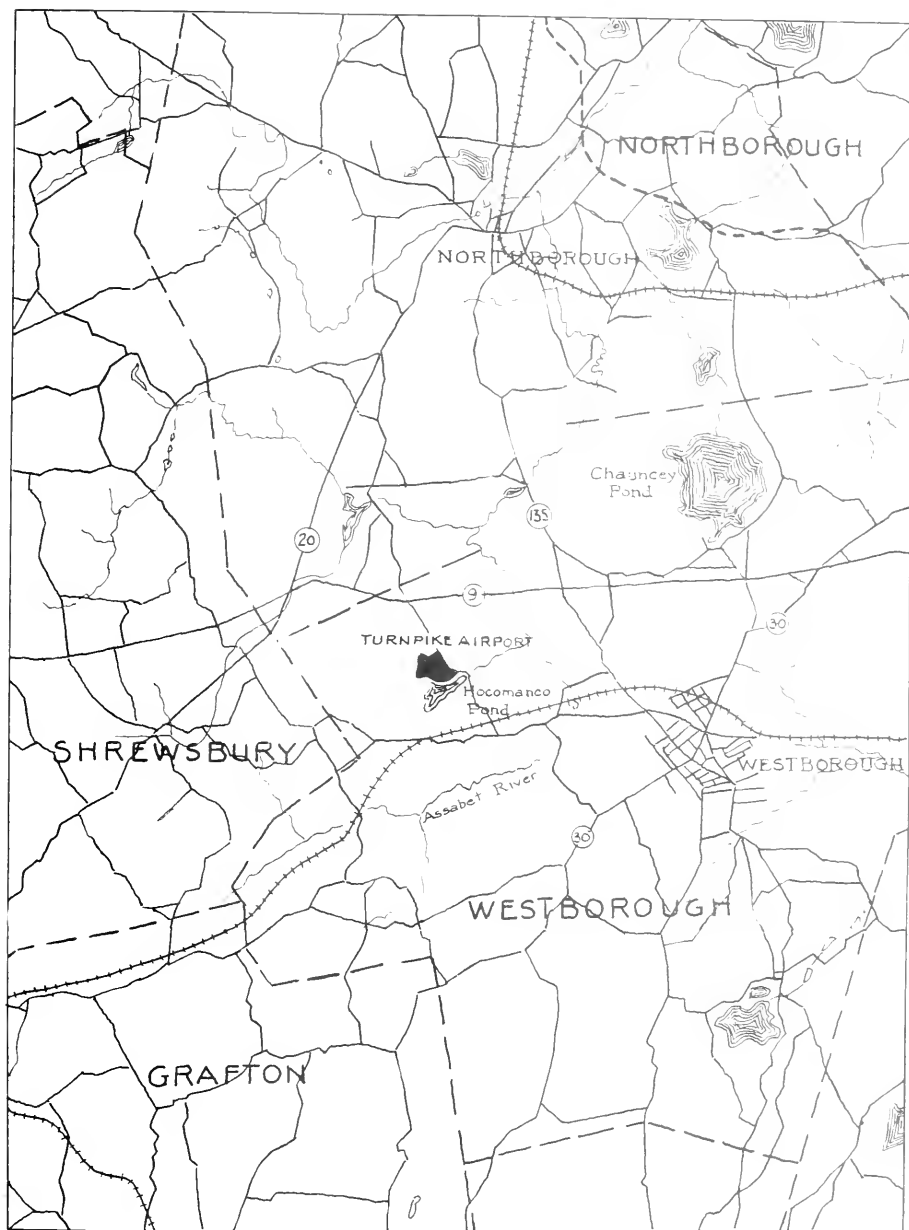
WIND DIRECTION INDICATOR 6' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

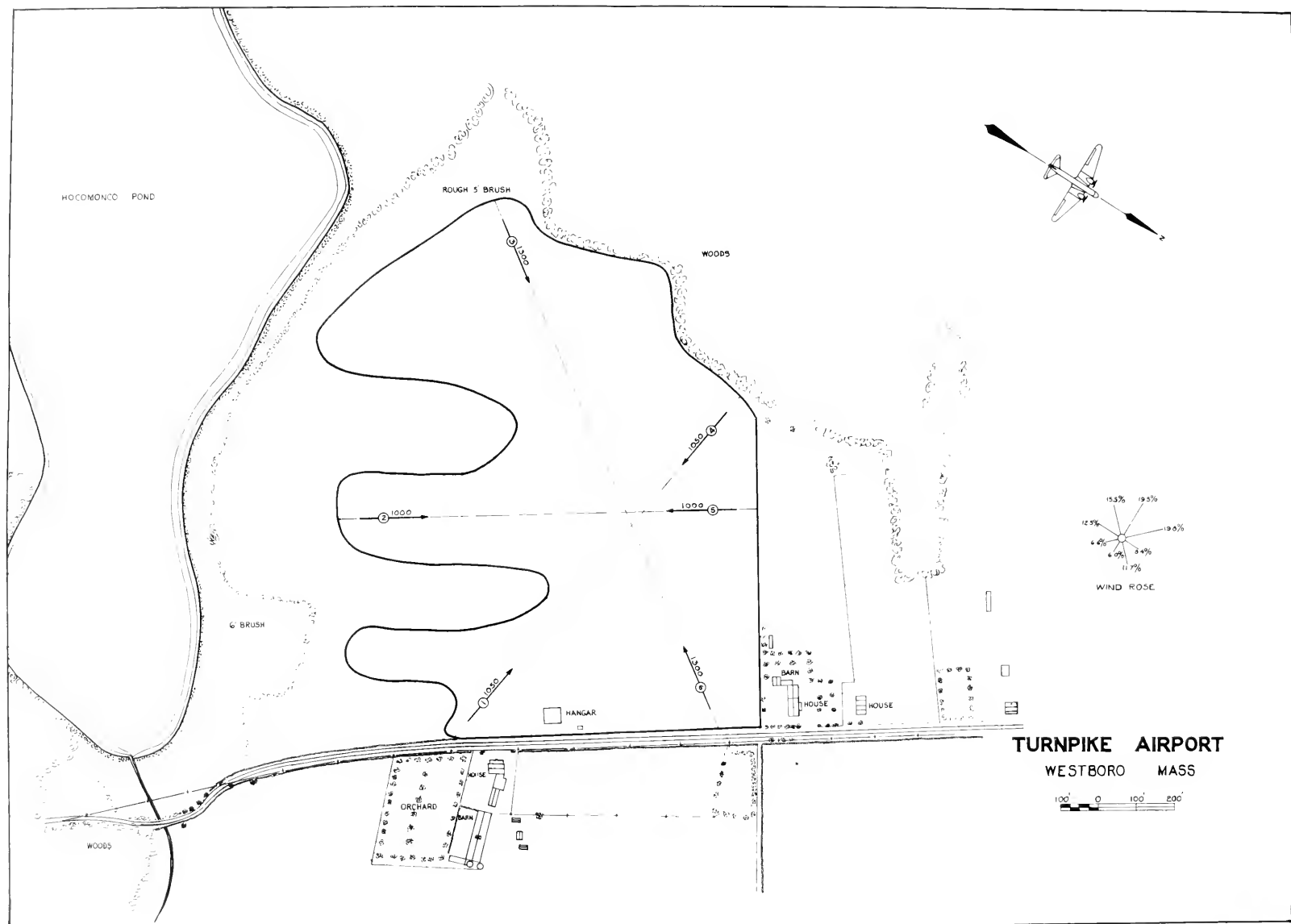
17. LIGHTING

None



1M 1/2 0 1M 2M 3M 4M

LOCATION MAP
TURNPIKE AIRPORT
WESTBOROUGH MASS



WEST BROOKFIELD, MASSACHUSETTS

1. NAME OF AIRPORT Brookfield Airport (Edson Field)

OWNER William A. Edson, Brookfield, Mass. CLASS Commercial
 LESSEE Hagburg Flying Service, Valley Airport, Palmer, Mass.
 OPERATOR Hagburg Flying Service, Valley Airport, Palmer, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY $1\frac{1}{2}$ miles
 West of Brookfield

LANDMARKS Quaboag River is South of airport. B. & A. R.R. is
 South and adjacent to airport

AIRLINE DISTANCE FROM CENTER OF CITY $1\frac{1}{4}$ miles West of Brookfield

DISTANCE BY ROAD FROM POST OFFICE $1\frac{1}{2}$ miles West of Brookfield
 Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Town road from airport
 to Route #9 to Worcester

LATITUDE $42^{\circ}13'00''$ LONGITUDE $72^{\circ}07'00''$
 ALTITUDE ABOVE SEA LEVEL 640 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 44 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 22 Acres

TYPE OF SOIL Loam over sand and gravel GRADIENT 0.5% W. to E.

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
 To the East only

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION
 To the East 2000 feet

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes

5. SERVICE

SERVICING---	<u>Day</u>	No	<u>Night</u>	No	
REPAIRS	No				
REPAIR FACILITIES---	<u>Engine</u>	No			
	<u>Aircraft</u>	No			
GASOLINE	In town		OCTANE RATING	73%	
ARE SPARE PARTS AVAILABLE	No				
HANGAR STORAGE CHARGES	No	hangar			
ADMINISTRATION BUILDING	No	REST ROOMS	No	RESTAURANT	No
IS RAILROAD SIDING AT AIRPORT	No				
TRANSPORTATION TO CITY	By taxi				
FIRST AID	No		FIRE APPARATUS	No	

6. COMMUNICATION

TELEPHONE CONNECTION	No	
RADIO	No	
NEAREST BROADCASTING STATIONS		WTAG - Worcester - 580 K.C. WORC - Worcester - 1280 K.C.
ARE WEATHER REPORTS AVAILABLE	No	
AIRWAY TELETYPE	No	VISUAL TRAFFIC CONTROL
		No

7. METEOROLOGICAL DATA

<u>METEOROLOGICAL DATA</u>	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	W.	N.W.	W.
PREVAILING WIND PERCENTAGE	19.4		
RAINFALL AVERAGE, inches	45.13	14.36	15.50
TEMPERATURE, maximum	99.0	70.1	99.0
TEMPERATURE, minimum	-20.0	-20.0	33.0

REMARKS: Data obtained from Clark University and climatological reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1500 feet
N.E. - S.W. 1050 feet

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

None

13. ADMINISTRATION OR OTHER BUILDINGS

None

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

67' Trees to the North

Pole line to the South

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR No

OTHER MARKINGS None

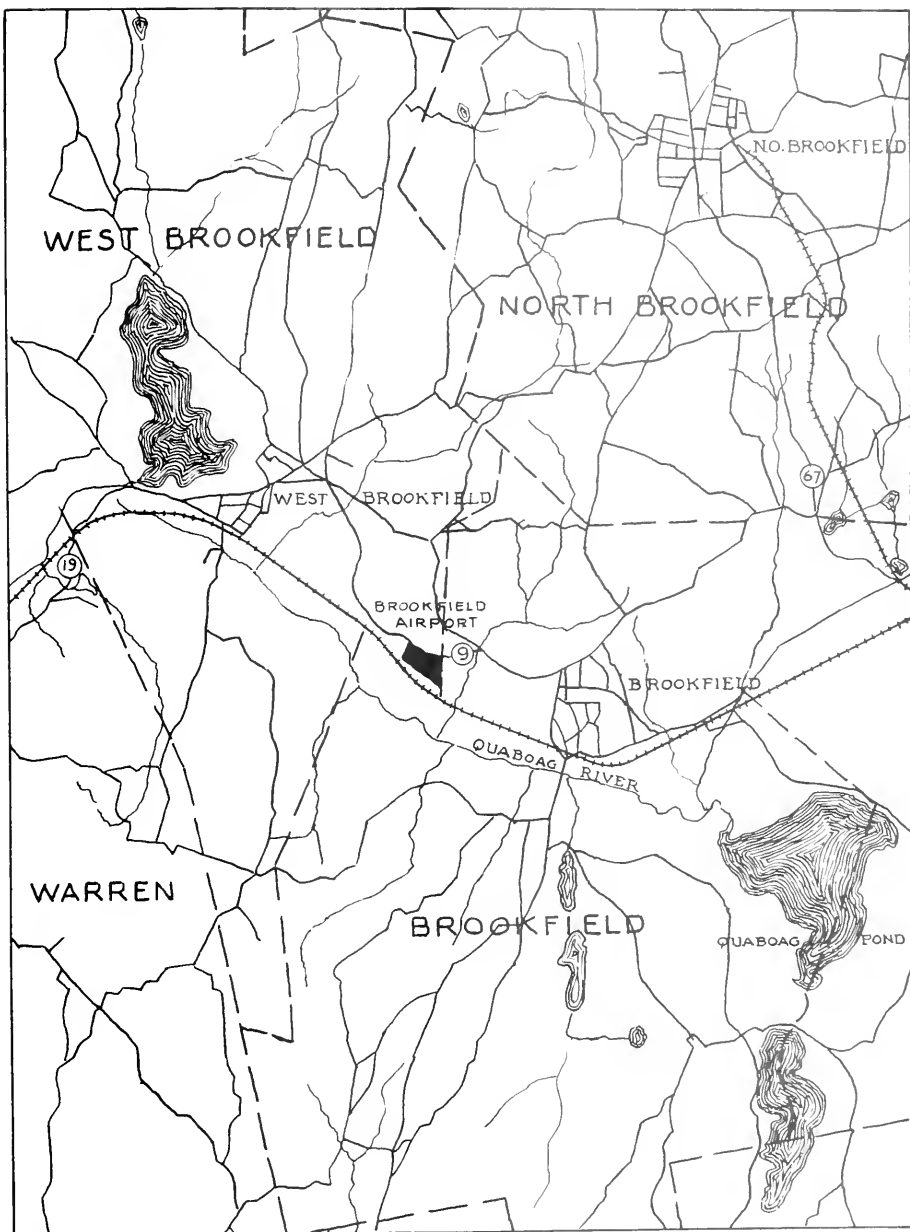
WIND DIRECTION INDICATOR	8' Sock on 30' tower, and 8'		
arrow weathervane under sock	ILLUMINATED	No	

ARE OBSTRUCTIONS MARKED	No	LIGHTED	No
-------------------------	----	---------	----

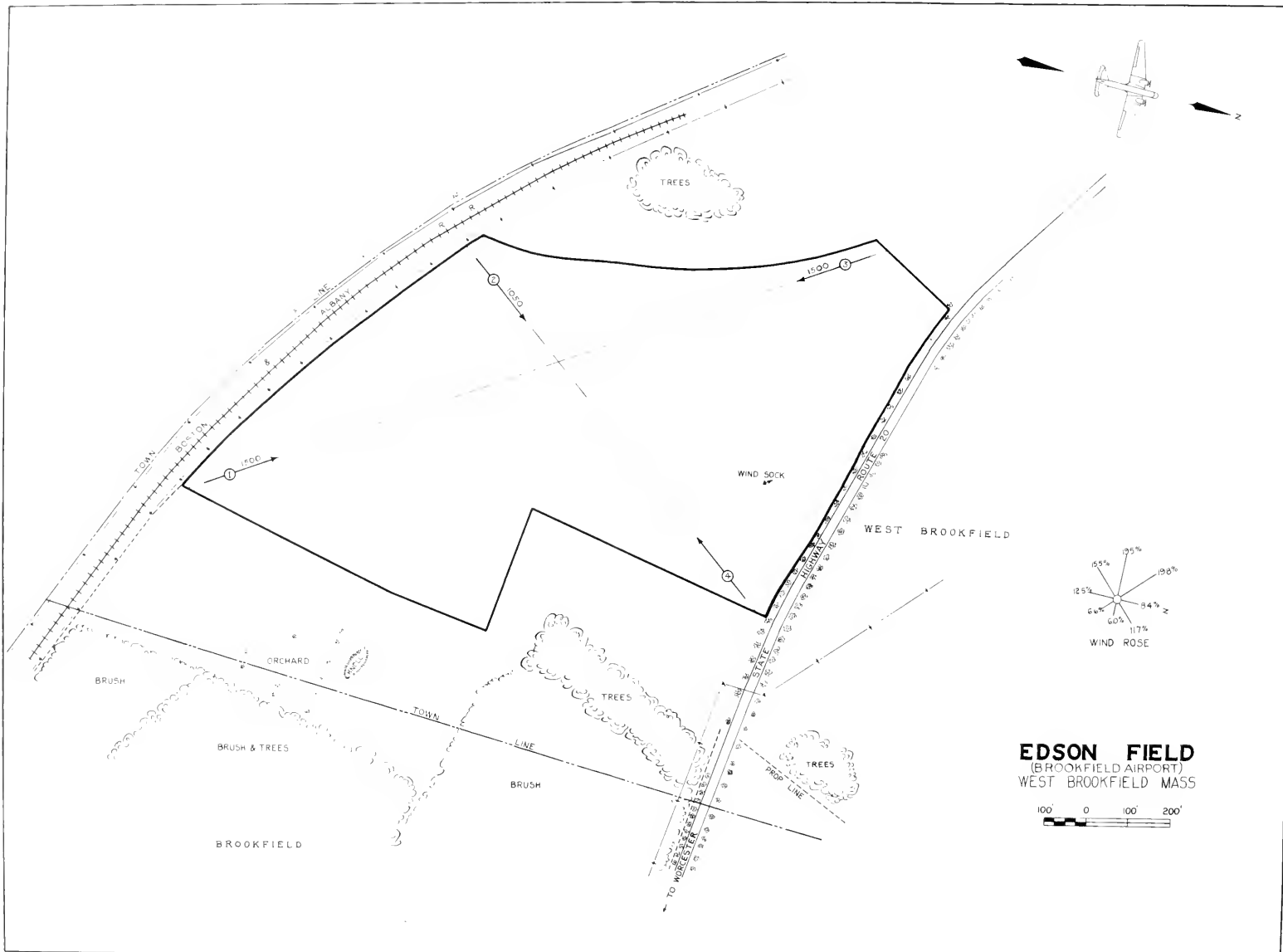
ARE LANDING STRIPS OR RUNWAYS LIGHTED	No
---------------------------------------	----

17. LIGHTING

None



LOCATION MAP
BROOKFIELD AIRPORT
WEST BROOKFIELD MASS.



EDSON FIELD
(BROOKFIELD AIRPORT)
WEST BROOKFIELD MASS

WESTFIELD, MASSACHUSETTS

1. NAME OF AIRPORT Barnes Airport CLASS Municipal
 OWNER City of Westfield, Mass.
 LESSEE None
 OPERATOR Barnes Air Service Co., Barnes Airport, Westfield, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY
 2½ miles N.E. of Westfield. 6 miles S.W. of Holyoke.
 7 miles N.W. of Springfield.

LANDMARKS N.Y.N.H. & H. R.R. 2 miles South and West

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles

DISTANCE BY ROAD FROM POST OFFICE 3 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN

Route #202 is West of airport to Westfield

LATITUDE 42°09'19" LONGITUDE 72°42'42"

ALTITUDE ABOVE SEA LEVEL 280 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 115 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 115 Acres

TYPE OF SOIL Gravel GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD No IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED Yes

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION To S.E. and S.,
 1000 feet.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS No

DOES WATER STAND ON FIELD Yes FIELD USEABLE DURING THAWS No

IS FIELD SUBJECT TO PERIODIC FLOODING Yes, after storms

5. SERVICE

SERVICING--Day Yes Night No

REPAIRS Days only

REPAIR FACILITIES--Engine Major and minor

Aircraft Major and minor

GASOLINE Yes OCTANE RATING 73 and 80%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES \$1.50 and \$2.50 per night

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT Yes

TRANSPORTATION TO CITY By private car. Bus 10¢ to Westfield, ten minutes.

FIRST AID Yes, hospital opposite field FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WSPR - Springfield - 1140 K.C.
WBZA - Springfield - 990 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston and Springfield.

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

	<u>Annual</u>	<u>Winter</u>	<u>Summer</u>
PREVAILING WIND DIRECTION	N.W.	N.W.	N.W.
PREVAILING WIND PERCENTAGE	<u>39.7</u>	<u>44.2</u>	<u>32.9</u>
RAINFALL AVERAGE, inches	<u>39.27</u>	<u>13.10</u>	<u>16.20</u>
TEMPERATURE, maximum	<u>104.0</u>	<u>74.0</u>	<u>104.0</u>
TEMPERATURE, minimum	<u>-18.0</u>	<u>-18.0</u>	<u>30.0</u>

REMARKS: Data obtained from Cooperative U. S. Weather Bureau Station at Springfield, Mass., and climatological reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 13 year period.

8. LANDING STRIPS

N.W. - S.E. 3500 x 300 ft.) Construction now going on, widening
N.E. - S.W. 3000 x 300 ft.) strips to 500 feet and building N.E.-
E. - W. 2600 x 300 ft.) S.W. strip to 3500 feet in length.
Standard angle markers used on all strips.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS None

10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 80' Brick and metal hangar with concrete floor and metal and wood roof. Unheated. Hangar door 80' x 20'.

13. ADMINISTRATION OR OTHER BUILDINGS

20' x 15' x 10' Lean-to. Brick and steel construction.

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

None

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES No16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "Barnes Municipal Airport -
Westfield" on roof.

OTHER MARKINGS None

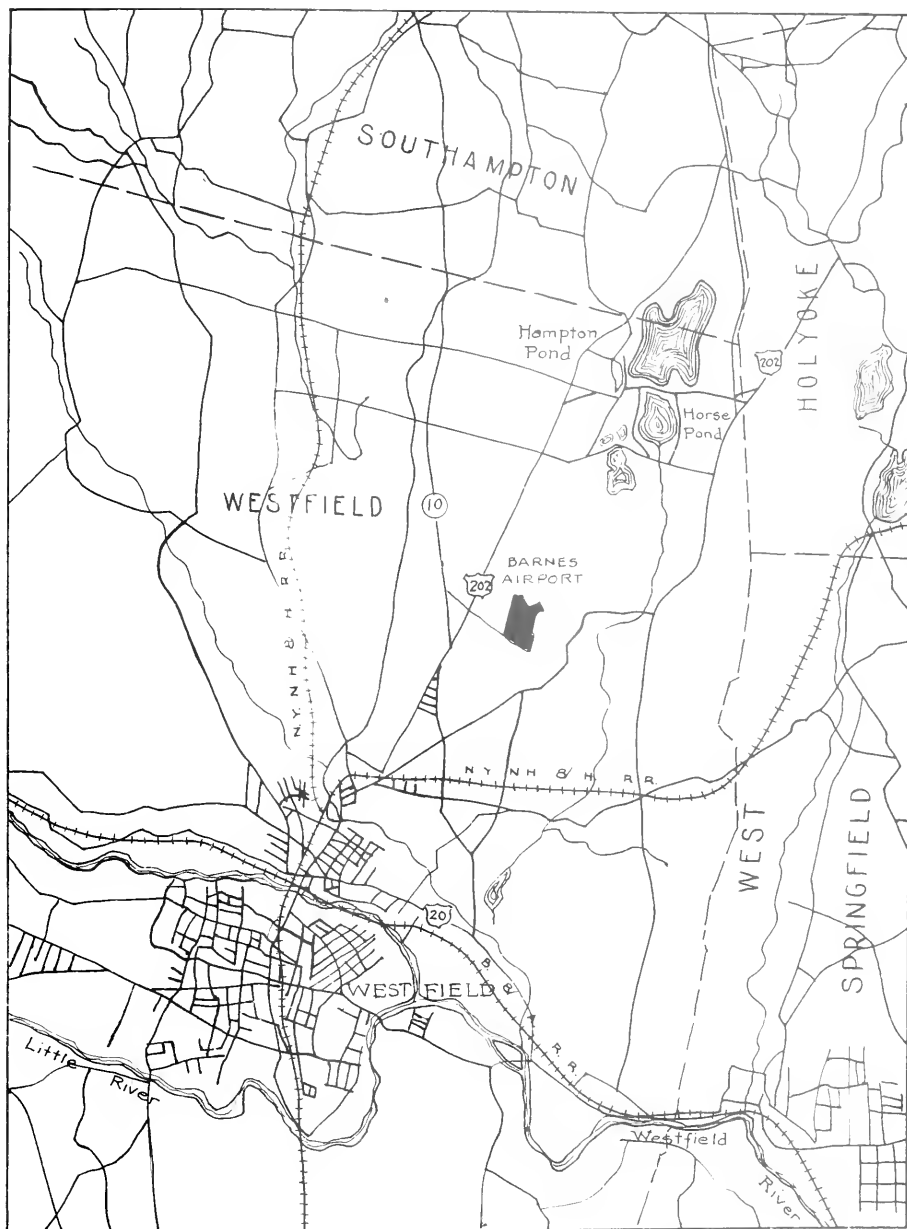
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

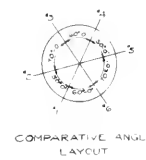
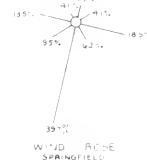
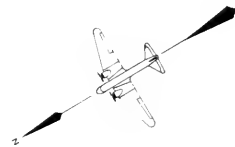
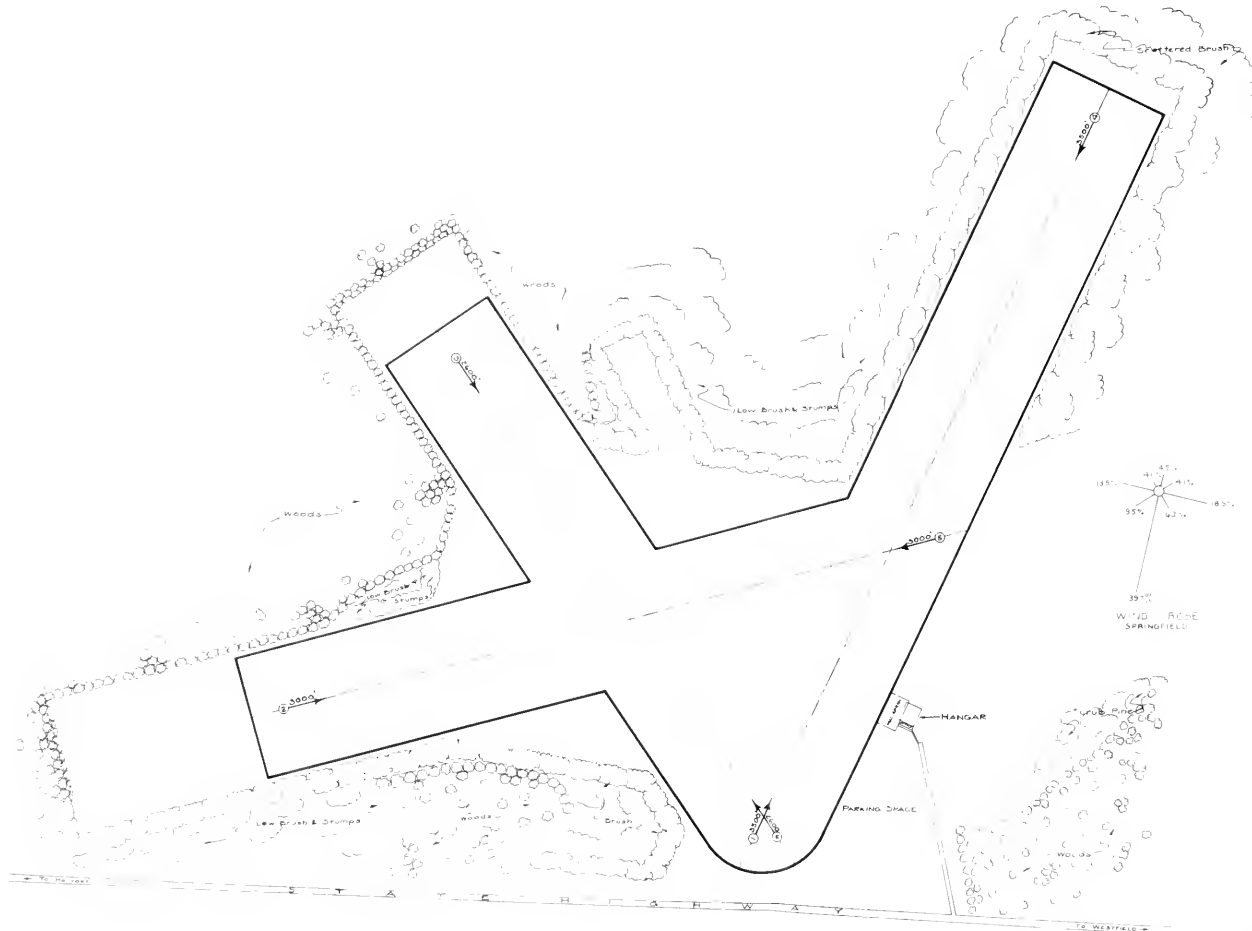
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

No lights



LOCATION MAP
BARNES AIRPORT
WESTFIELD MASS



BARNES AIRPORT WESTFIELD MASS.



NOTE.
This Airport Is Still Under Construction Runs
Have Now An Available Width Of 300' And Are Being
Extended To 500'. Available Lengths Of Runs
Are As Shown

INACTIVE AND PRIVATE AIRPORTS

The following is a list of airports classed either as inactive, unsafe or not open to public use.

BARNSTABLE

CAPE COD AIRPORT: This is a private landing field, not available to the public.

BOLTON

CLINTON AIRPORT: This airport is closed.

BOXFORD

KELSEY FIELD: This airport is closed and a portion is under cultivation.

CONCORD

LEE FARMS AIRPORT: The town will not permit this field to be used as an airport.

DALTON

DALTON AIRPORT: This airport is closed.

FAIRHAVEN

NEW BEDFORD-FAIRHAVEN AIRPORT: This airport is now closed and the present owners forbid use as an airport.

GREENFIELD

GREENFIELD AIRPORT: This airport is privately owned and is closed.

STOCKBRIDGE

LENEX AIRPORT: This field is too dangerous to be used even as an emergency landing field.

NANTUCKET

CURTISS FIELD: This field has not been in operation since the Curtiss-Wright Flying Service discontinued summer service to Nantucket in 1932.

NATICK

NATICK-WELLESLEY AIRPORT: This airport is closed.

SOUTHBIDGE

SOUTHBIDGE AIRPORT: This two-way field was formerly used as an emergency landing field but the usual take-off and landing directions do not coincide with prevailing winds.

WAREHAM

WAREHAM AIRPORT: This property is now a golf course.

WESTWOOD

WESTWOOD AIRPORT: This field is no longer in operation.

WINCHENDON

WINCHENDON AIRPORT: Activities have been transferred to the Gardner Airport.

RECOMMENDATIONS
FOR
FUTURE AIRPORT DEVELOPMENT

RECOMMENDATIONS
FOR
FUTURE AIRPORT DEVELOPMENT

In view of the lack of fields available for the reasonable development of Commercial Aviation, it is recommended that an Airport be established at North Adams, and that the present Airports at Mansfield, Springfield, Northampton and Beverly, be developed to the extent that they will safely accommodate the amount of traffic that may reasonably be expected in the near future.

It will be noted that each of the above recommended airport sites is directly on, or within close proximity to, an established airway. In picking these sites and in locating proposed runways, consideration has been given to the requirements for future expansion and development, and at four of the above locations there is already designed and in use an airport for local flying, but to The Committee these sites appear to be desirable locations for approved and adequate fields as part of an established airway.

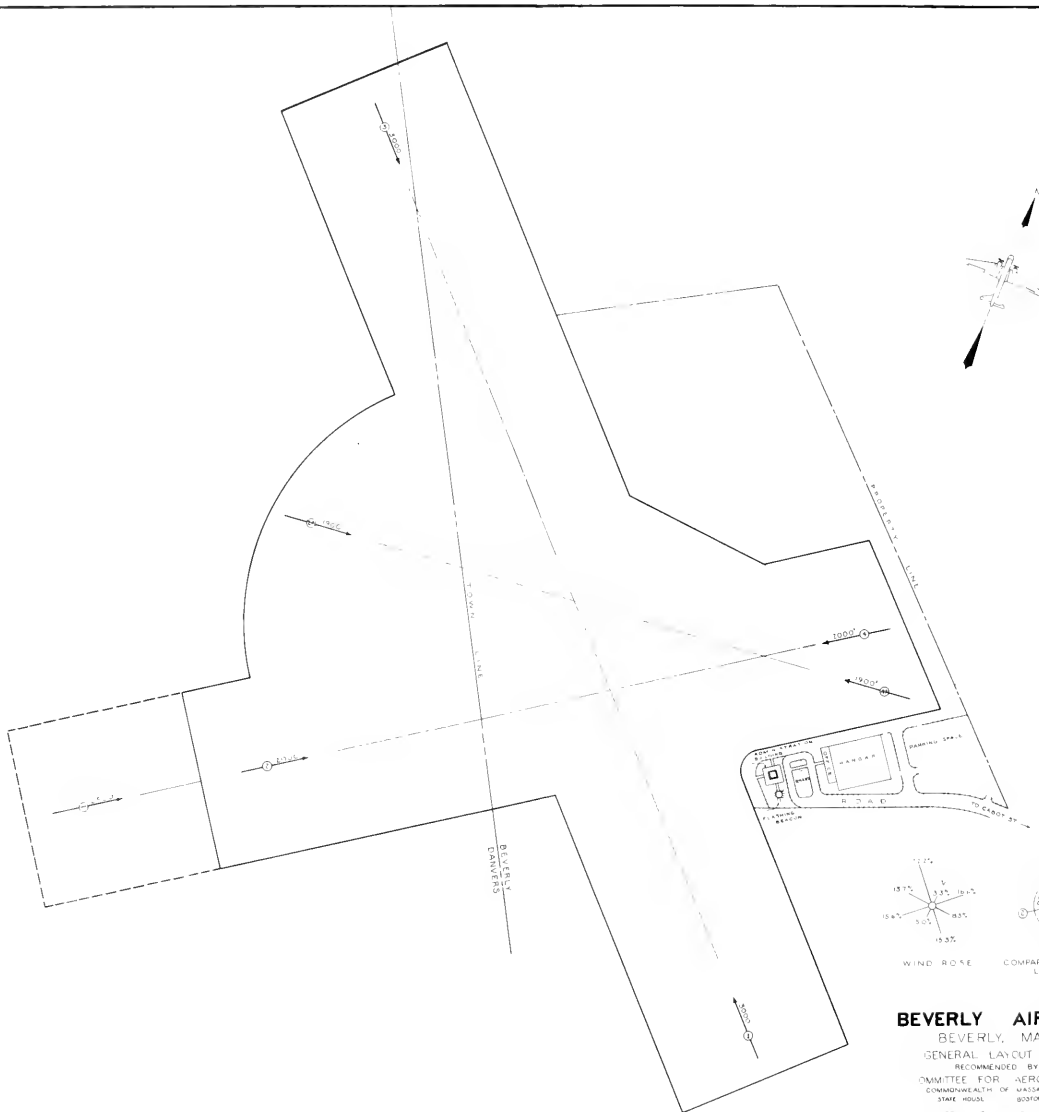
This section of the Report, therefore, has been given over to a brief discussion of the merits of the aforementioned sites and their advantages with reference to future development. On Plates 101 to 107 will be found recommended designs for the expansion of the airports now in use at Beverly, Northampton, Springfield and Mansfield, and also for the proposed airport site at North Adams.

BEVERLY

The Committee for Aeronautics considers an adequate airport in the Salem-Beverly area of paramount importance. The Beverly Airport is directly on the route of the existing primary airway between Boston, Bangor and Bar Harbor, and it offers many reasons to warrant the development suggested on Plate No. 101.

Primary airways are the main avenue of air travel in New England, and should be provided with the various aids to air navigation needed by all types of aircraft. The fact that an airway provides safe flying for multi-motored transport planes equipped with all the latest navigation devices does not necessarily mean that all parts of it provide equal safety for the flyer of a small single-motored plane.

As will be noted from the proposed design on Plate No. 101, the Beverly Airport can easily be expanded by the acquisition of land to the Southeast, Southwest and Northwest of the present landing area, and it is recommended that the Beverly Airport be studied further, with a view toward developing the site to meet the requirements of an approved and adequate airport on the Boston, Bangor and Bar Harbor Airway.



BEVERLY AIRPORT
 BEVERLY, MASS.
 GENERAL LAYOUT PLAN
 RECOMMENDED BY
 COMMITTEE FOR AERONAUTICS
 COMMONWEALTH OF MASSACHUSETTS
 STATE HOUSE, BOSTON, MASS.



MANSFIELD

The Committee For Aeronautics considers the development of the present airport site in the Town of Mansfield to be of vital importance.

For several years this Airport was used extensively for student flying operations, but since 1935 it has been used only by a small number of itinerant aircraft.

The present site, as described on Plate No. 58, is capable of accommodating only the smaller types of aircraft in use today, and the first impression of the area as a whole is that it is suitable only as an emergency field. However, a thorough investigation of the present airport site and the surrounding area shows great possibilities for the development of this site, as shown on Plate No. 102.

The airport site is located only twenty-five miles from Boston, and is accessible by all means of travel. So far as is known there is no other site within a radius of twenty-five miles that offers the same opportunities for the aforementioned development.

Mansfield is also located within five miles of the route flown by American Airlines on its Boston-Providence-Hartford-Newark Airway, which, together with the fact that it is comparatively free from fog, makes it an ideal location for the development of a field large enough to meet the requirements of an approved and adequate airport on the above mentioned airway.

For some time there has existed the necessity for one or more additional airports in or near Metropolitan Boston to take care of the already overcrowded condition of the East Boston Airport. It is doubtful whether a more suitable location than Mansfield can be found that can be developed to meet the requirements of the air traffic which can reasonably be expected in the very near future.

Another item to be considered is the fact that almost adjacent to the present airport area is the Norton Reservoir, which offers the opportunity for the construction of adequate seaplane facilities.

Last, but not least of the favorable features of this airport site, is the fact that it offers the opportunity for the development of a Military Airport which could accommodate the Army Air Unit now located at the East Boston Airport, thus reducing the congested conditions now prevalent at that Port.

It is, therefore, recommended that further study be made of this Airport Site with a view toward establishing an airport capable of accommodating large Military or Transport Airplanes.

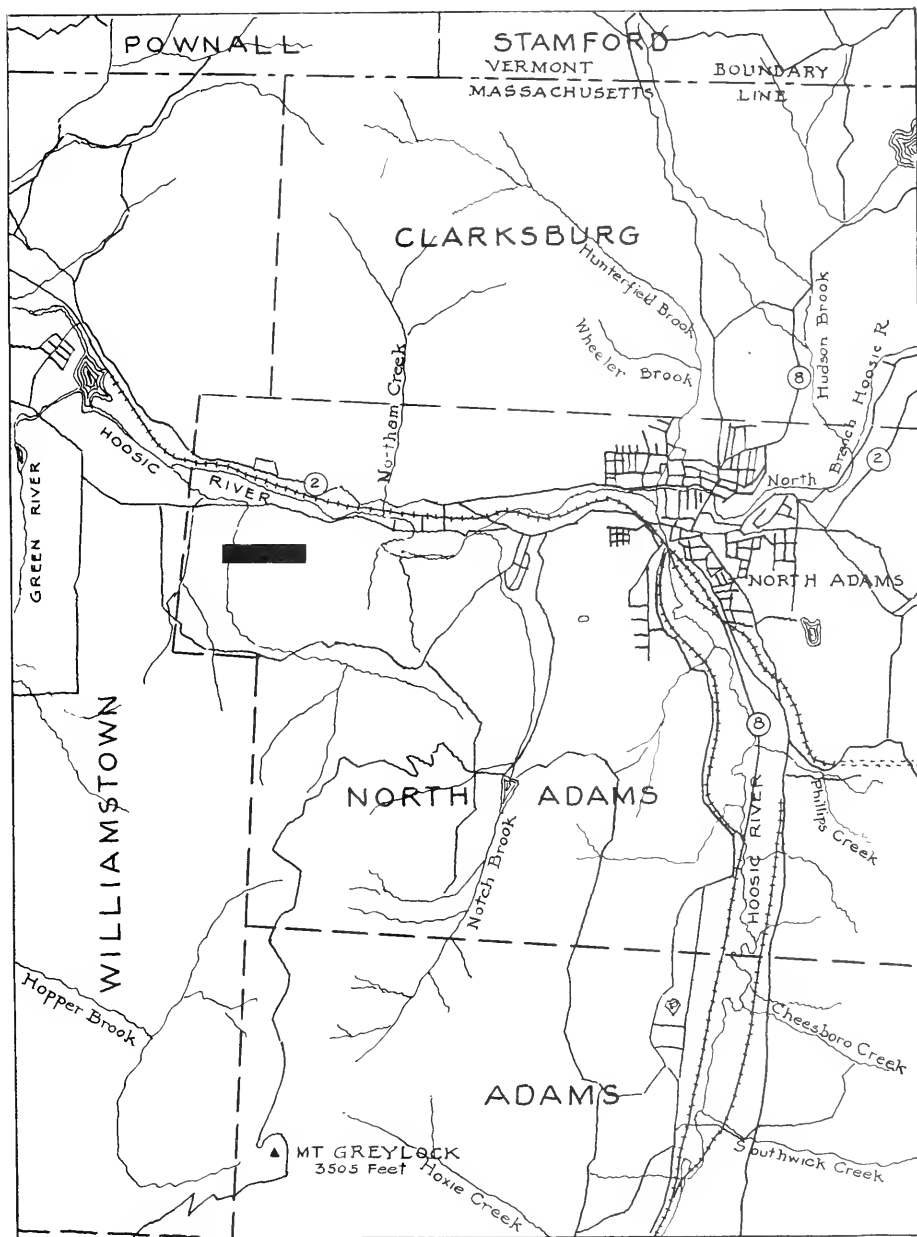
NORTH ADAMS

The Committee For Aeronautics considers the development of an approved and adequate landing field in the North Adams area of primary importance.

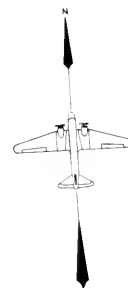
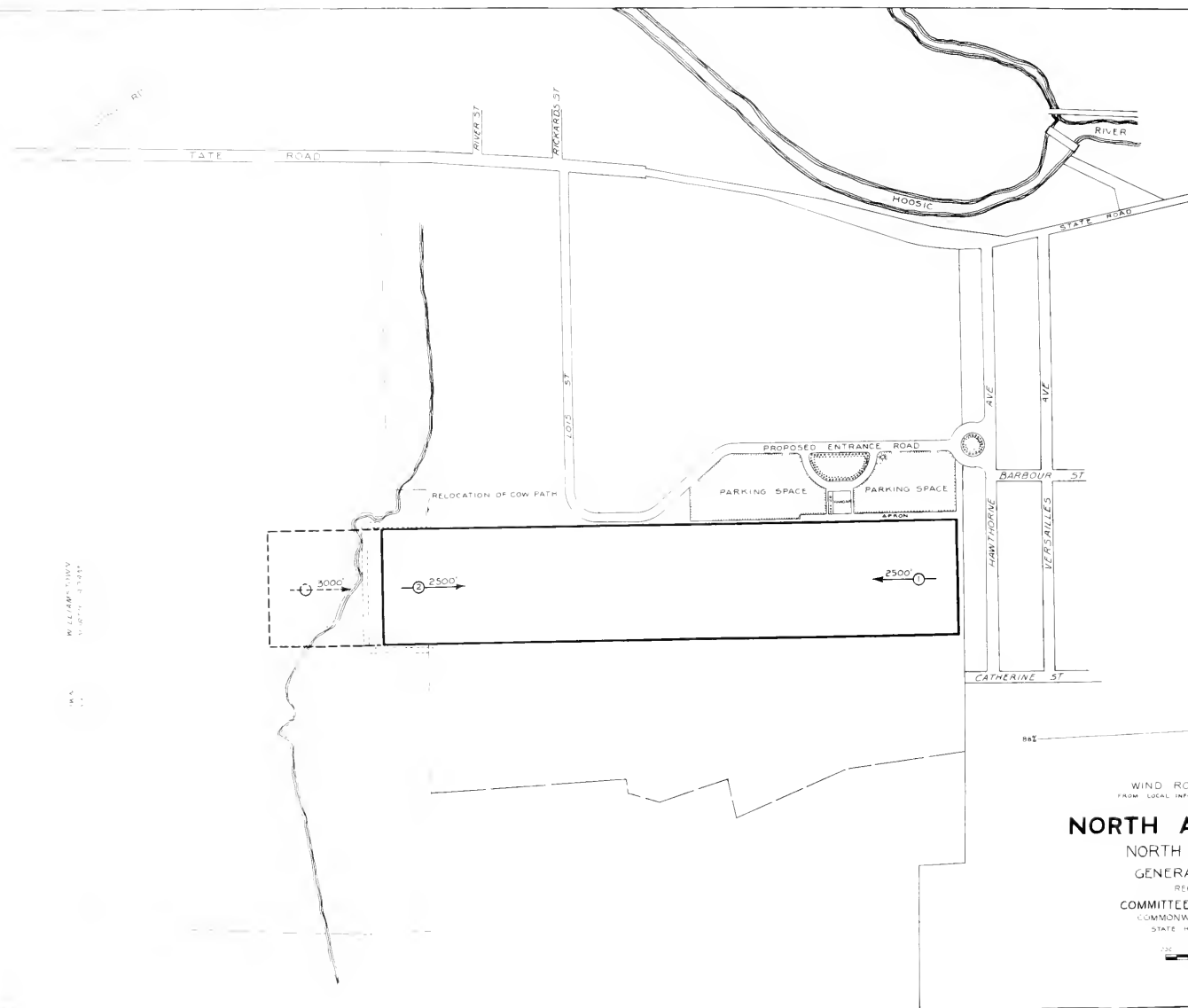
North Adams, situated as it is in the extremely rough terrain of the Berkshires, offers the only location in the extreme northwestern part of the Commonwealth suitable for the development of an approved and adequate airport.

At present there is an established Civil Airway between Boston and Albany, via Springfield. In the past few years the stop at Springfield has been eliminated, and in good weather the route flown is a direct line between Boston and Albany, passing a few miles south of North Adams. This fact, together with the fact that there is the opportunity of developing student flying activities in the North Adams-Williamstown area, warrants the development of an Airport large enough to accommodate such student flying as may be expected, and also to accommodate any transport airplanes that may be obliged to use the field through the medium of forced landings or Feeder Airline Operations.

It is recommended that the area pictured in the suggested design on Plate No. 105 be studied further, with a view toward developing an approved and adequate landing field in the North Adams area.



LOCATION MAP
 NORTH ADAMS AIRPORT
 NORTH ADAMS MASS



WIND ROSE
FROM LOCAL INFORMATION



WIND ROSE
WILLIAMSTOWN

NORTH ADAMS AIRPORT

NORTH ADAMS, MASS.

GENERAL LAYOUT PLAN

RECOMMENDED BY

COMMITTEE FOR AERONAUTICS

COMMONWEALTH OF MASSACHUSETTS

STATE HOUSE BOSTON, MASS.

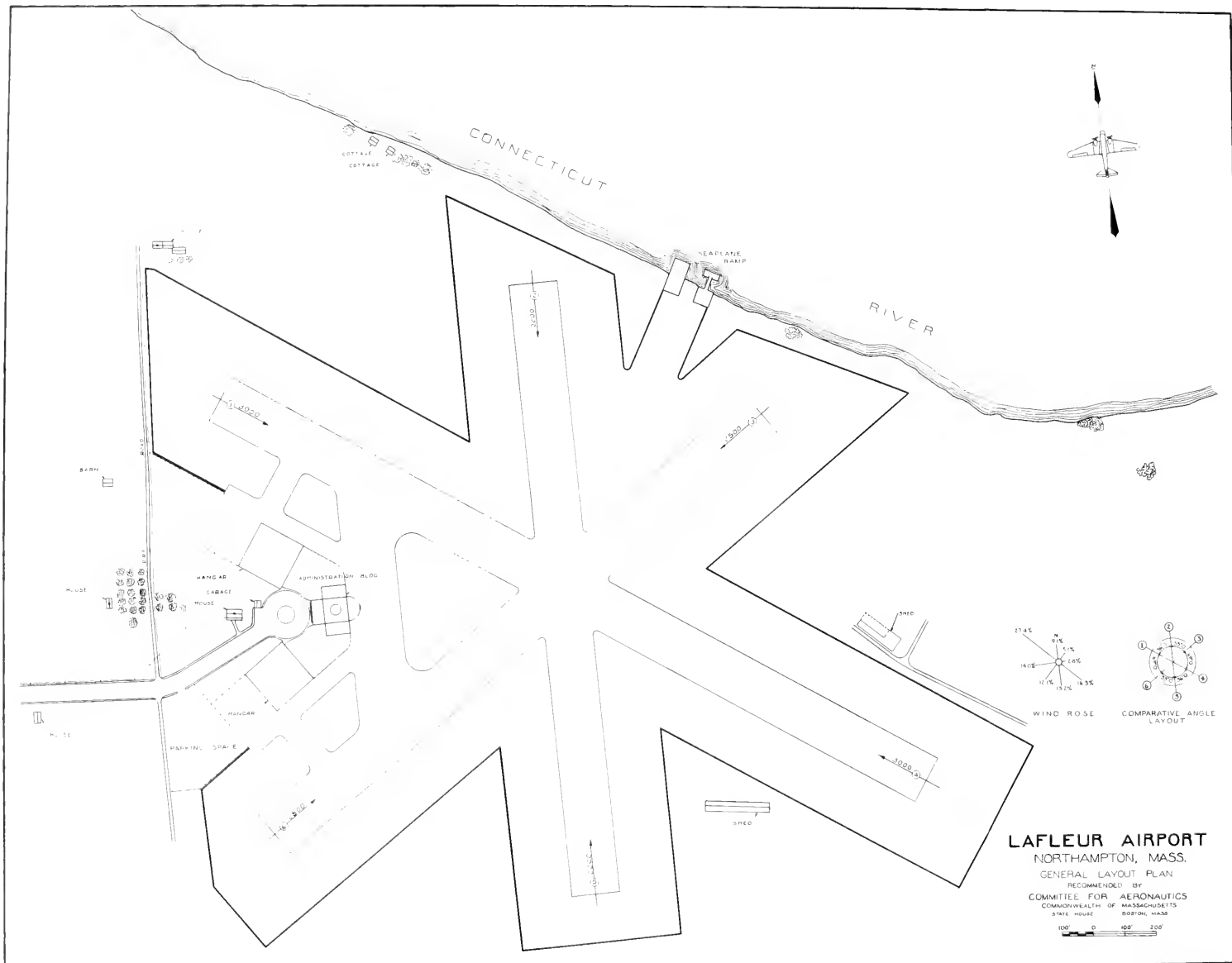


NORTHAMPTON

The Committee for Aeronautics considers the development of the present airport site in the city of Northampton of primary importance, due to the fact of its geographical position with reference to a suggested airway between Hartford and White River Junction and to the fact that it is almost directly on the route flown by American Airlines between Boston and Albany. These facts make it an ideal location for the development of an airport capable of accomodating the type of transport planes now in use on our large airlines.

As will be noted in the design on Plate No. 106, the present runways at the Northampton Airport can be extended by the acquisition of land to the North, South and West of the present landing area. The possibility of the construction of a seaplane base in the Connecticut River adjacent to the airport is also of primary importance, as the ever increasing development of Massachusetts as a summer playground for vacationists makes obvious the necessity for facilities to accomodate seaplanes in this area.

It is recommended that the Northampton Airport be further studied with a view toward its development to meet the requirements of an approved and adequate landing field on a suggested Hartford to White River Junction Airway.



SPRINGFIELD

The Committee For Aeronautics considers the development of an approved and adequate airport in Springfield of primary importance. The location of the present airport with reference to a potential primary airway between Hartford and White River Junction, together with the fact that it is midway between Boston and Albany on an existing lighted airway, makes it obvious that the extension of this airport should be considered for the very near future.

Springfield Airport has been an airline terminal in the past, and its close proximity to the city makes possible a speedy transition of mail, passengers and express, between city and airport, not usually found at airports of corresponding size.

As will be noted on Plate No. 107, the acquisition of land to the South, Southeast and West, will make possible the extension of the present landing area to a point where the large transport planes now in use on our present airways can be safely accommodated.

It is, therefore, recommended that further study of the Springfield Airport be made, with a view towards its development to meet the requirements necessary for its classification as a Terminal Airport.

